

MASON'S
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O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

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IN. LAZARUS.
Hong Kong's Only European Optician
(Established Over Forty Years)
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(Personal Attention).

No. 21,929 號玖廿百玖千壹萬式第 日叁拾月玖辰戊 HONG KONG. THURSDAY, OCTOBER 25th, 1928. 拜拜禮 日伍廿月拾年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.40	8.05	8.30	8.05	8.35	9.00	9.25	9.50	10.00	10.25	10.50	11.15	1.15	1.40	2.05	2.30	2.55	3.20	3.45	4.10	4.35	5.00	5.25	5.50
Yau Ma Tei Dep.	8.49	8.14	8.39	8.14	8.44	9.09	9.34	9.59	10.09	10.34	10.59	11.24	1.24	1.49	2.24	2.49	2.74	3.00	3.25	3.50	4.15	4.40	5.05	5.30
Shatin Dep.	7.01	7.26	7.51	7.26	7.56	8.21	8.46	9.01	9.11	9.36	9.61	9.86	11.36	12.11	12.36	13.11	13.36	14.11	14.36	15.11	15.36	16.11	16.36	17.11
Tai Po Dep.	7.11	7.36	8.01	7.36	8.06	8.31	8.56	9.11	9.21	9.46	9.71	9.96	11.46	12.21	12.46	13.21	13.46	14.21	14.46	15.21	15.46	16.21	16.46	17.21
Ma On Shan Dep.	7.20	7.45	8.10	7.45	8.15	8.40	9.05	9.20	9.30	9.55	10.20	10.45	12.35	13.10	13.35	14.10	14.35	15.10	15.35	16.10	16.35	17.10	17.35	18.10
Shatin Arr.	7.30	7.55	8.20	7.55	8.25	8.50	9.15	9.30	9.40	9.65	9.90	10.15	12.05	12.40	12.65	13.40	14.05	14.40	15.15	15.40	16.15	16.40	17.15	17.40
Shatin Dep.	7.40	7.65	7.90	7.65	7.95	8.20	8.45	8.60	8.70	8.95	9.20	9.45	11.35	12.10	12.35	13.10	13.35	14.10	14.35	15.10	15.35	16.10	16.35	17.10
Ma On Shan Arr.	7.50	8.15	8.40	8.15	8.45	9.10	9.35	9.50	10.00	10.25	10.50	10.75	12.65	13.40	13.65	14.40	15.05	15.40	16.15	16.40	17.15	17.40	18.15	18.40
Canton Arr.	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 A.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ma On Shan Dep.	7.18	7.43	8.08	7.43	8.13	8.38	8.63	8.88	8.98	9.23	9.48	9.73	11.53	12.28	12.53	13.28	13.53	14.28	14.53	15.28	15.53	16.28	16.53	17.28
Shatin Dep.	7.28	7.53	8.18	7.53	8.23	8.48	8.73	8.98	9.08	9.33	9.58	9.83	12.03	12.38	12.63	12.98	13.23	13.58	14.23	14.48	14.73	15.03	15.33	16.03
Tai Po Dep.	7.38	8.03	8.28	8.03	8.33	8.58	9.13	9.38	9.48	9.73	9.98	10.23	12.43	12.78	13.03	13.38	13.63	14.13	14.38	14.63	14.88	15.18	15.48	16.18
Ma On Shan Dep.	7.48	8.23	8.48	8.23	8.53	9.18	9.43	9.68	9.78	10.03	10.28	10.53	12.73	13.08	13.33	13.68	14.03	14.38	14.63	14.88	15.18	15.48	16.18	16.48
Shatin Arr.	7.58	8.33	8.58	8.33	9.03	9.28	9.53	9.78	9.88	10.13	10.38	10.63	12.83	13.18	13.43	13.78	14.13	14.48	14.73	14.98	15.28	15.58	16.28	16.58
Ma On Shan Arr.	8.08	8.43	8.68	8.43	9.13	9.38	9.63	9.88	9.98	10.23	10.48	10.73	12.93	13.28	13.53	13.88	14.23	14.58	14.83	15.08	15.38	16.08	16.38	17.08
Kowloon Arr.	8.18	8.53	9.18	8.53	9.23	9.48	9.73	9.98	10.08	10.33	10.58	10.83	13.03	13.38	13.63	13.98	14.33	14.68	14.93	15.18	15.48	16.18	16.48	17.18

For First Class Passengers Only. Will Stop at Any Station on Request.
Sundays and Public Holidays Excepted.
Sundays and Public Holidays Excepted.

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or from Messrs. THOS. COOK & SON, LTD., HONG KONG, or from THE AMERICAN
EXPRESS COMPANY, HONG KONG.

By Order,
K. BAKER, Manager.

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG-CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays
10.00 P.M. only)
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays
4.30 P.M. only)

HONG KONG-MACAO LINE.

FROM HONG KONG: From Macao:
8.00 P.M. "WING ON" from Wing Lok Wharf. 8.00 A.M. "WING ON"
(Sundays Excepted) (Sundays Excepted)

EXCURSION TO MACAO.

On SUNDAY, THE 28th OCTOBER.

S.S. "TAISHAN"

Will depart from the Company's HONG KONG WHARF at 9 A.M., and
From MACAO at 5.00 P.M.

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subject to Weather Conditions and Intending
Passengers are requested to communicate with the Office, whenever any
of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

- TWO SCHEMES.
(1) THE CHILDREN'S EARLY PROVIDENT SCHEME. Combines the
very latest and best features of Assurance and Investment for the benefit
of your child.
(2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to
business men.

DODWELL & CO., LTD.

AGENTS,
3, QUEEN'S BUILDING.

SOMETHING NEW

AT THE

ST. FRANCIS HOTEL,

13, QUEEN'S ROAD CENTRAL.

First appearance of a 5-piece Imported Orchestra
Syncopation and Pep.

Come and judge for yourselves.

Dinner Dance—8 to 12 p.m. Nightly.

Tea "Twice a Week.

Orchestra Plays during Tiffin Hour.

CASUALTY RISK IN AIR FORCE.

LAST YEAR'S FIGURES.

FLYING ACCIDENTS DECREASING.

The health of the Royal Air
Force during 1927 is dealt with in
a Blue-Book issued by the Air
Ministry. The average strength of
the force during the year was 30,123
and the total number of cases of
sickness was 24,429, which was
equivalent to a case incidence of
81.7 per thousand of strength
compared with the averages of 90.8
and 115.8 respectively, during the
two previous three-yearly periods.
The total number of cases of injury
during 1927 was 2,129, equivalent
to an incidence per thousand for the
total force of 7.08 compared with
7.63 in 1926.

During the year under review
there were fewer casualties in fly-
ing than in any one year since 1923,
and considering the number of air-
craft, hours flown per accident re-
sulting in death or injury the
casualty risk was the lowest recorded
since the beginning of these
reports. These casualties totalled
133, of whom 52 were killed, com-
pared with 78 killed out of 179 in
1926, and 54 killed out of 155 in
1925. Twelve cases of accidents
were reported during parachute
descents, one proving fatal.

Imperial Airways' Fine Record.

The record of Imperial Airways
during the three years, 1925 to
1927 (approximately 2,400,000 miles
flown and 54,000 passengers carried
without serious accident) must be
attributed, it is stated, to the care-
ful medical selection and periodic
re-examination of pilots of civilian
passenger-carrying aircraft, the ex-
aminations being carried out by the
Central Medical Board.

"As the successful pilots of the
past have set the standard of the
present, so the successful pilots of
the present will dictate the stan-
dards of fitness of the future pilots.
Such a policy makes increasingly
for safety in the air since, if any
special bodily condition is found
associated with lack of success in
flying, that condition is noted and
the regulations modified accordingly."

LADY BYNG TO INHERIT £750,000.

WIFE OF BRITISH POLICE COMMISSIONER.

A fortune of nearly £750,000 will
be inherited by Lady Byng—wife of
Lord Byng of Vimy, who is to suc-
ceed Sir William Horwood as Chief
Commissioner of the Metropolitan
Police—under the will of her uncle,
Mr. Pandolfi Ralli, who died at
Brighton last month.
Mr. Ralli, a wealthy Greek mer-
chant, would undoubtedly have left
more than a million pounds but for
his generous gifts to charity during
his long lifetime. He was eighty-
three years of age when he died,
and his only living relative, apart
from Lady Byng, is her mother, his
sister, Lady Moreton, the eighty-
year-old widow of Sir Richard
Moreton.

Kind Edward.

King Edward was a personal
friend of Mr. Ralli, and was often
entertained by him at his house in
Belgrave-square. He was a roman-
tic and fascinating figure, and
counted eminent men in every walk
of life among his friends. It was
from his house that Lord Kitchener
went to his ill-fated voyage in the
cruiser *Hampshire*.

He was blind for the last five
years of his life, but the affliction
did not mar his high spirits, his
generous nature, or his conversa-
tional powers. He was a member
of Parliament from 1875 to 1885.

Lady Byng's father was a brother
of the Earl of Ducie, and was for
twenty-five years Marshal of the
Ceremonies. Her mother, who now
lives in Chester-terrace, Regent's
Park, was a great friend of the late
Duchess of Albany.

Lord Byng's appointment to the
chief commissionership carries with
it a salary of £30,000 a year.

A grant of £20,000 was made to
him at the end of the war.
Lady Byng was known as a
novelist before the war. Her last
book, "Anne of the Marshland,"
was written in 1913. She was one
of the most popular and handsome
figures in society before her mar-
riage twenty-five years ago, and
she shared her husband's wide
popularity during his term of office
as Governor-General of Canada.

EARL OF DURHAM DEAD.

FAMOUS RACING PEER.

THE KING'S FRIEND.

The Earl of Durham, the famous
racing peer, for many years a
senior steward of the Jockey Club
and an intimate friend of the
King, died last month at Harraton
House, Exning, near Newmarket,
in his seventy-fourth year.

Three of his brothers—Brigadier-
General the Hon. Charles Lambton,
the Hon. George Lambton, and the
Hon. D'Arcy Lambton—were with
the earl when he died.

Lord Durham had no family, and
the heir to the earldom is his twin
brother, the Hon. Frederick Lamb-
ton, whose elder son, Captain John
Frederick Lambton, will now be
known as Viscount Lambton.

Another brother of Lord Durham
is Admiral of the Fleet Sir Hed-
worth Meux, who assumed the name
of Meux in 1911.

Lord Durham succeeded his
father as third earl in 1879 at the
age of twenty-four. His association
with the turf dated from 1881,
when, following the sporting tradi-
tions of his family, he registered
the colours "purple, straw sleeves."
He was immediately elected a member of
the Jockey Club, and had ever since
taken an active and prominent part
in its deliberations.

Turf Reformer.

The earl's efforts for turf reform
were a striking feature of his long
association with racing, and his
speech at the Gimcrack Club dinner
in 1887 created a great sensa-
tion. It led to a libel action being
brought against him by Sir George
Cheswold, who claimed £20,000
damages, and was eventually
awarded one farthing.

The action, which related to
racing transactions, was referred to
a tribunal consisting of Prince
Solykoff, the Earl of March, and
Mr. James Lowther, M.P.—all
since dead.

The first rich racing prize Lord
Durham won was the Century
Stakes at Sandown Park in 1900,
a "ten thousand pounder." Osbeck
was the successful animal, and this
good horse won other important
races, including the Liverpool
Spring Cup, Great Yorkshire
Handicap, and Jockey Club Cup.
Another high-class horse he owned
was Peter Flower, who, though not
successful in any great event, won
many important races as a two-
year-old, and ran third for the Two
Thousand Guineas in 1891.

Lord Durham had to wait until
last year before winning a classic
race. His filly Beam then won the
Oaks from a good field, including
Book Law, the subsequent St. Leger
winner.

The earl had between twenty and
thirty horses in training with P.
Peck at Newmarket. He recently
won a race at York with Residue,
and other horses that won for him
this year include Servus, Dolman,
and Languish. Ruffier was entered
for the Cambridgeshire, which is
run at Newmarket on October 31st,
but this nomination now becomes
void.

FOREIGN BARLEY FOR SCOTCH WHISKY.

FARMERS AND DISTILLERS' PLEDGE.

The arrival last month at Lassic-
mouth of a cargo of Danish barley
for Speyside distilleries has taken
North of Scotland farmers by sur-
prise. At the March conference at
Elgin with the Scottish distillers
the farmers' representatives were
given the following pledge, issued
afterwards in an official statement
by the distillers:—"That under no
circumstances would they buy or use
foreign barley if sufficient home
barley was available and suitable
for their purposes, and other things
being equal a preference would be
given every time to the home
barley."

Leading Morayshire farmers de-
clared that there is this year no
necessity for any imports from else-
where. The stackyards in the lower
districts are full and the crop is
heavy and of excellent quality,
averaging from 55lb. to 58lb. per
bushel, and reaching as high as
59lb. "We expect the distillers,"
said one of the largest barley
growers in the Elgin area, "to hon-
our their guarantee and buy up all
our barley, because it is all good.
If they do not do so it will be very
difficult to find an explanation for
their action."

DIARY OF EVENTS.

To-day.
(October 25th.)

Concert: "Gilbert and Sullivan."
Helena May Institute, 5.30 p.m.
Hockey: Y.M.C.A. 2nd XI. v.
Queen's "A", 5 p.m.

St. Peter's Church Young Men's
Club, Dances, Lane, Crawford's
Restaurant, 8 p.m.

Debate Y.M.C.A., "Life at Home
or in Hong Kong," 9 p.m.
Queen's Theatre: "The Student
Prince."

World Theatre: "Beau Geste."
Star Theatre: "In Old Ken-
tucky."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Friday.
(October 26th.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.

Half Yearly General Meeting,
H.K. Jockey Club, 5.15 p.m.

Investiture Government House,
8.15 p.m.

Queen's Theatre: "The Student
Prince."

World Theatre: "Beau Geste."
Star Theatre: "In Old Ken-
tucky."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.
Dinner Dance: St. Francis Hotel,
8 p.m.

Principal Mails:—Inward: Europe
via Suez (Khyber); Europe via
Siberia (Khyber); Outward:
Europe via Siberia (Khyber), 10.30
a.m.

Saturday.
(October 27th.)

Tennis: Y. M. C. A. American
Tournament, 2.30 p.m.

Golf: Bogey Pool, Fanling.
R.H.K. Yacht Club, 1st Cham-
pionship Race.

Cricket:—Division I.: H.K.C.C.
v. Indians (L), Chinese v. Craigh-
gower (F), Division II.: Univer-
sity v. Hong Kong (L), Indians v.
Royal Engineers (L), Craighgower
v. Police (L), H.K.C.C. v. Recreation
(F).

Lawn Bowls:—Division II.:
Yacht Club v. Taihook, Spey Club
Tie; C.C.C. v. E.P.R.C. on K.C.C.
ground.

Football:—Lai Wah Cup: Army
v. Navy. Second Division: Small
Units v. K.O.S.B., South China
"A" v. Queen's, Chinese v. South
China "B", R.A.F. v. St. Joseph's,
Navy v. R.A., Kowloon v. Univer-
sity, Eastern v. Recreation.

Benois-Moiselwitsch, Pianoforte
Concert Theatre Royal, 8.15 p.m.

Queen's Theatre: "The Student
Prince."

World Theatre: "Beau Geste."
Star Theatre: "In Old Ken-
tucky."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: King Edward
Hotel, 5 p.m.; St. Francis Hotel, 8
p.m.

Principal Mails:—Outward:
Europe via Marseilles (Khyber),
10.30 a.m.

Sunday.
(October 28th.)

21st Sunday after Trinity.
Golf: Bogey Pool, Fanling.

Queen's Theatre: "Senorita."
World Theatre: "Love's Greatest
Mistake."

Star Theatre: "Special Delivery."
Tea Dance: H.K. Hotel, 4 p.m.

Monday.
(October 29th.)

Sales Crown Land: New Kowloon
Inland Lot No. 1170 and Kowloon
Inland Lot No. 2148, 3 p.m.

The Whisky
of Quality
from the oldest
distillers in the
world

Haig
THE FATHER OF ALL SCOTCH WHISKIES



SOLE AGENTS:

GANDE, PRICE & CO., LTD.,
HONG KONG.

THEATRE ROYAL
SATURDAY, Oct. 27.
At 9.15 p.m.

MOISEWITSCH

The Most Popular Pianist of the Day.

FINAL RECITAL.

Prices: \$4, \$3 and \$2.

Booking at MOUTRIE'S.

Direction: A. STOK.

PAN YAN
PICKLE & SAUCE



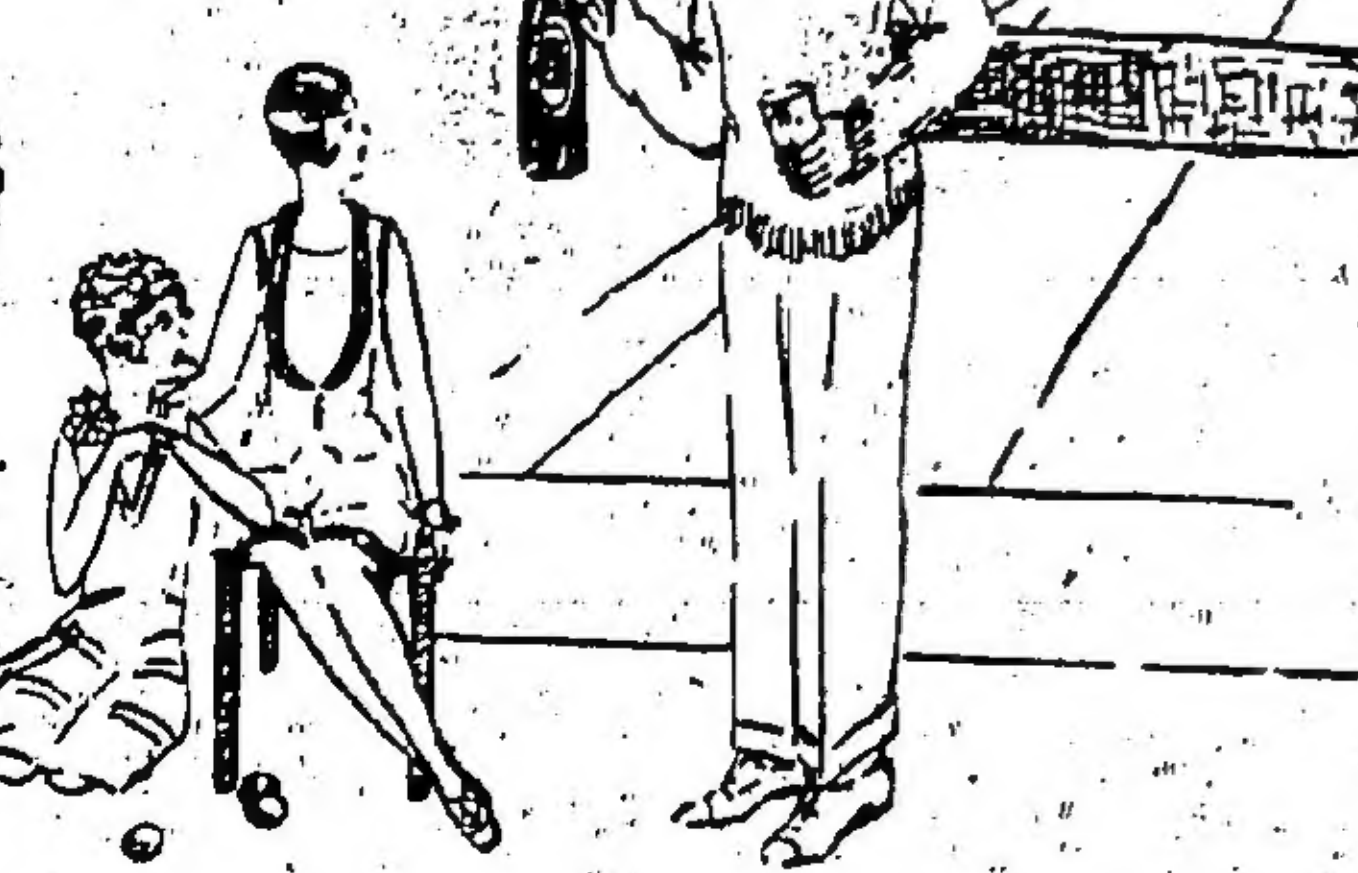
are much more than ordinary relishes. They are stimulating digestive tonics! People who cannot take ordinary pickles and sauces can enjoy "Pan Yan," and eat as much as they like.

All good stores sell "Pan Yan."

MAONCHIE BROS. LTD.
LONDON, ENGLAND.

Have a glass of
ASAHI BEER

it cheers & invigorates



Sole Agents:-

MITSUI BUSSAN KAISHA LTD.
HONG KONG.

Money and Markets

THE GOVERNMENT LOAN.

KEEN INQUIRY FOR NEW ISSUE.

The public showed the greatest keenness yesterday morning to take up the further issue of \$2,000,000 of the 6 per cent. 1927 Public Works Loan. At the Hong Kong and Shanghai Bank special counters had been set aside for applicants and quite a queue was assembled outside the doors of the Bank shortly before the premises were opened for business. There were applications from a number of business firms as well as from private individuals.

The price of issue is 103 per cent. interest being payable on May 1st and November 1st, the first coupon for full six months' interest being payable on May 1st next. The Bonds will be issued in denominations of \$1,000, \$5,000 and \$10,000, applications this morning being for \$1,000 or multiples of that sum and accompanied by a deposit of ten per cent. of the amount applied for.

The list will be closed on or before Saturday, and, in the event of partial allotment, the surplus amount paid as deposit will be appropriated towards the payment of the balance due on allotment.

The issue is the remainder of the \$5,000,000 Loan authorised by the Public Works Loan Ordinance of 1927. Of the total, \$3,500,000 is for waterworks development, \$1,000,000 for aerodrome and harbour development and the remaining half million for other public works.

CHINA TRADE PROSPECTS.

ENCOURAGING OUTLOOK.

Trade conditions in China generally are still unsettled, but there are indications to be observed showing gradual improvement. Crop prospects in the North, especially Manchuria, are very good, although the financial stringency is retarding business to some extent. However, railway rolling stock is now moving fairly freely, and Sino-Japanese relations are certainly not so strained as they have been for many months past, which is a factor reacting very closely upon trade.

TRADE WITH THE PHILIPPINES.

HEMP AND COPRA STEADY.

The Philippine hemp and copra markets remain steady, with good production. Californian shipments of fresh fruits to the Islands have notably increased, though refrigerator space is reported to be short.

The annual report of the Bureau of Customs of the Philippines for the year 1927 shows exports valued at \$155,600,000 and imports at \$115,000,000, an increase of \$18,700,000 in exports and a decrease of \$3,400,000 in imports, the latter being accounted for by diminished rice imports owing to the bumper home crop.

Exports included sugar to the value of \$50,000,000, abaca \$30,000,000, coconut oil \$25,000,000, copra \$20,000,000 and tobacco \$9,000,000, while imports included textiles to the value of \$30,000,000, foodstuffs \$24,000,000, iron and steel \$15,000,000, petroleum \$8,000,000, and automobiles \$4,000,000. Three-fourths of the exports from the Islands went to the United States, while 62 per cent. of the imports were of American origin.

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CHINESE CONSUMPTION OF CHEWING-GUM.

INCREASING IMPORTS.

Ten years ago, with the exception of small quantities imported for consumption by foreigners in the country, chewing-gum and dried raisins hardly figured in Chinese Customs statistics. These articles are now greatly favoured by Chinese, however, and although not so popular as the ubiquitous cigarette, they are consumed in such large quantities that American manufacturers are now maintaining their own sales offices in Shanghai.

Currants and raisins were imported into China last year to the extent of \$865,000, the United States and Europe contributing \$760,000, and Japan the balance. Under the heading of "Confectionery," chewing-gum was imported to the value of \$900,000, the United States supplying 75 per cent. of the total and Japan the remaining 25 per cent.

The Americans have spent large sums in advertising raisins and chewing-gum, and there is hardly a town in the interior that is not placarded with posters designed to arouse the interest and whet the appetite of the public. Once again has the adage "Trade follows Advertising" justified itself.

It is interesting to mention in this connection that the chewing-gum business in America was the result of an accidental discovery, and the inventor started with a capital of \$65. To-day, the amount of money invested in the trade is put at \$55,000,000!

CHINESE DEMAND FOR SEA FOODS.

JAPAN TRADE BADLY HIT.

Japanese trade with China in marine products has suffered considerably this year from lack of demand from Chinese dealers who have, generally speaking, been intimidated by the strike committees and pickets throughout the country into effecting their purchases elsewhere.

In normal times, China imports from Japan large quantities of beche-de-mer, compoy, cuttle-fish, salted herrings, mussels, oysters, clams, seaweed, sharks' fins, etc., but this year, in view of the anti-Japanese boycott, only small quantities have been imported, and these surreptitiously, for consumption in the treaty ports.

As a result of the boycott, Chinese dealers have drawn their supplies from other sources. From America and Hawaii, for instance, larger quantities than are usually imported from those regions have been brought in, but it is noteworthy that the so-called sharks' fins from Boston are, as a matter of fact, neither shark nor fin. The commodity is taken from the swordfish, from that portion near the fins, and is carefully treated before shipment to China.

The trade in birds' nests has also suffered, the Chinese having turned to Turkey, Persia, Egypt, India and the Straits for supplies.

To give an idea of the magnitude of the trade in sea-products in China, we give the figures for last year, viz., beche-de-mer \$850,000; compoy \$1,750,000; cuttle-fish \$4,000,000; salted herrings \$820,000; salted fish not otherwise recorded \$3,450,000; mussels, oysters and clams \$140,000; prawns and shrimps \$310,000; seaweed and agar-agar \$3,600,000; sharks' fins \$515,000; fishery products not otherwise recorded \$2,250,000.

In normal times, Japan supplies all these lines to the extent of 60 per cent. of the total import into China, but this year it is considered very doubtful whether Japanese shipments to China represent 30 per cent. of the total import.

MANCHURIAN BEANS.

SHORTAGE OF GUNNIES.

The shipment of beans from Manchuria to Europe is expected to be very heavy this season, and there being a shortage of gunny bags in North and South Manchuria, stocks held in Hong Kong will have to be drawn from until enough bags have been received at Dairen from India direct.

The crops in North Manchuria have shown excellent prospects so far, according to private advices from Harbin, and the Chinese Eastern Railway is making elaborate arrangements for the prompt handling of freights at Vladivostok. Last year, owing to the carelessness of the Vladivostok port administration in not making proper arrangements beforehand to cope with the movement of beans from North Manchuria to that port for transshipment to Europe, shipments were seriously delayed, and quite unnecessarily. Goods were piled up in the open, at the mercy of the elements, and as a result shippers lost a good deal of money through the "sweating" of the beans.

This year the Chinese Eastern Railway traffic managers are seeing to it that there will be no repetition of last year's troubles. How far they will succeed in convincing foreign shippers in Harbin, the produce centre of North Manchuria, to give Vladivostok another trial, instead of shipping to Dairen, remains to be seen.

Export of bean cakes from Dairen from August, 1927, to August, 1928, amounted to 880,328 tons, being 357,390 tons less than the previous year. The reason for this decrease was the "substitution of chemical fertilizers in Japan for bean cake fertilizers. Export of bean cakes to Europe has also decreased because during the last few years there has been more demand for beans than for bean cakes. The following shows the export of bean cakes in tons from Dairen during the last three years:-

	1925.	1926.	1927.
Japan	1,119,077	1,017,708	690,358
Korea	1,468	6,620	5,251
China	193,204	297,189	133,699
Europe	101	6	868
U.S.A.	18,275	23,752	28,570

Although the export of bean cakes from Dairen has decreased, export from Vladivostok has greatly increased, mostly for Japan. The encouragement of the C.E.R. in the reduction of freight rates and the lively business done in the oil mills in North Manchuria have a great deal to do with this increase, which is shown as follows:-1923, 23,072 tons; 1924, 152,533 tons; 1925, 129,404 tons; 1926, 399,911 tons; 1927, 500,309 tons. As the export of bean cakes from Vladivostok to Japan increased, the export to South China decreased. The figure for 1924 was 206,484 tons, while that for 1925 was 21,948 tons and for 1927, 25,490 tons.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

October 24th, 1928.	
R.K. Banks	\$1,335 buy.
Do.	\$1,340 buy.
Chartered Banks	\$214 buy.
Mercantile Banks, A. & B.	\$234 nom.
Do.	\$214 nom.
P. & O. Banks	\$21 nom.
East Asia Banks	\$77 buy.
Canton Insurance	\$855 buy, 675 sel.
Union Insurance	\$350 buy.
North China Ins.	Ts. 180 buy.
Yangtze Insurance	M. \$50 nom.
China Underwriters	\$255 buy, 21 sel, 250 sa.
China Fire Insurance	\$375 buy.
Hong Kong Fire Ins.	\$800 sel.
Douglases	\$381 nom.
H.K. Steamboats	\$26 nom.
H.K. Tugs	\$1.66 sa.
Indo-China (Pref.)	\$104 buy, 45 sel.
Do. (Def.)	\$104 buy, 45 sel.
Shell Transport	\$118 buy.
Waterboats	\$25 buy.
Langkat Mining	\$71 nom.
Langkat (combined)	Ts. 94 nom.
Do. (single)	Ts. 5 nom.
S'hai Explorations	Ts. 2.80 buy.
Shanghai Loans	Ts. 3 buy.
Raupe	\$41 nom.
Trunch Mines	\$175 nom.
H.K. & E. Waris	\$189 sa.
H.K. & W. Dock	\$37 nom.
China Provident	\$5.70 sel, 5.40 sa.
Guangow	\$114 nom.
New Engineering	Ts. 5 buy.
Shanghai Dock	Ts. 106 buy.
Ewo Cottons	Ts. 11.10 buy, 11.15 sa.
Oriental Cottons	Ts. 21 sel.
S'hai Cottons (old)	Ts. 534 buy.
Do. (new)	Ts. 274 buy.
H.K. & S. Hotels	\$9 buy, 9.10 sa.
H.K. Lands	\$67 sa.
Shanghai S'hai	Ts. 133 buy.
Empire S'hai	Ts. 170 sa.
H.K. Real Estate	\$9.15 nom.
H.K. Tramways	\$22.60 sel, 22.1/60 sa.
P'hai Trams (old)	\$13 buy.
Do. (new)	\$6.30 nom.
Star Ferries	\$571 buy.
China Light (old)	\$13.60 sel.
Do. (new)	\$13.30 nom.
Do. (1928 issue)	\$13.30 buy.
H.K. Electric (old)	\$31 nom.
Do. (new)	\$31 nom.
Manco Electric	\$162 buy.
Telephones	\$5.50 buy, 5.40 rights
Do. rights	\$5.30 nom.
China Buses	Ts. 11 buy.
Singapore Trams	Ts. 18 buy.
Do. (Pref.)	18/3 buy.
China Sugars	\$1 nom.
Malayan Sugars	\$20 buy.
Canton Ice	\$34 nom.
Cement (combined)	\$2.30 nom.
Do. (old)	\$2.30 nom.
Do. (new)	\$1.11 buy.
H.K. Bopes (old)	\$7.60 nom.
Do. (new)	\$7.55 nom.
United Asbestos	\$5 nom.
Dairy Farms	\$23 buy, 22 1/2 sel, 22.90 sa.
Watsons	\$141 buy.
Der A Wings	\$40.50 nom.
Lane Crawford	\$305 buy.
Macintosh	\$24 buy.
Sinoco	\$2.65 buy.
Wm. Powell	\$293 sel.
H.K. Constructions	\$11 buy.
P'hai Indus. G.S. Bonds	65% buy.
H.K. Govt. Loans	5% prom. buy.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Regev, Oct. 24th.
Paris	124.20
New York	4.84 31/32
Brussels	34.99
Geneva	25.20
Amsterdam	12.09 1/2
Milan	92
Berlin	20.36
Stockholm	18.15
Copenhagen	18.19
Oslo	34.496
Vienna	163
Prague	182
Helsingfors	30.122
Madrid	107 1/2
Lisbon	374 1/2
Athens	80 1/2
Bucharest	6.29/32
Rio	6.29/32
Buenos Aires	47.11/32
Bombay	Holiday
Yokohama	1/11 3/16
Shanghai	2/7 1/2
Hong Kong	2/0 1/2
Silver (spot)	28.11/16
Silver (forward)	28.3/16

PAYMENT OF RUSSIA'S DEBTS.

COMMITTEE OF BONDHOLDERS FORMED.

[THROUGH RUSSIA'S AGENCY.]

LONDON, October 23rd.

The newly-formed international committee for the protection of Russian bondholders, which will deal exclusively with the Russian Government's municipal obligations, held its inaugural meeting to-day under the chairmanship of Lord Revelstoke, a director of the Bank of England, who was intimately connected with Russia under the Tsarist regime.

The Associations represented on the committee decided to stand four-square in connection with any debt settlements with the Russian Government and to provide suitable machinery to open discussions with Russia at a suitable time.

PARALYSED FOR 8 YEARS; POO ON HERBS MADE HIM WELL.

Mr. L. F. Carver for eight years a business associate of Mr. B. F. Decker both residing at the Ingle Camp, near Modesto California, gave the following statement in regard to Poo On Herbs. He says: About eight years ago while I was in Oklahoma City I was taken down with typhoid fever. Soon after I got up from that I had a severe stroke of paralysis. I doctored with six physicians and all said that there was no cure for me, as they had done all to their ability for me, as I was in a hopeless condition. I then tried the chiropractic school. They said all they could do was to prolong my life a little but that I would be a cripple for life. I tried them off and on for the last eight years, but I gradually grew worse. My right side from head to foot was paralysed, I could not use my left eye, it stuck to one side and seemed dead. My fingers had no feeling. If I picked up a nail I did not know if I had one or three. My right leg was also paralysed, when I walked I had to drag my foot. I could not bend my knees or my ankles. Then I came out to Modesto, California. Here I had the second stroke nearly a year ago. Then my mind gradually grew weaker. Six weeks ago I could not remember from one day to the next and was unable to talk much because I could not think. I was paralysed and could not do any work at all. In fact I was never able to do real labour after the first stroke. I am a carpenter by trade and for a long time I have not been able to file a saw because of my eyes. After I came to Modesto, I heard about the merits of the Poo On Chinese Herbs and what they have done to thousands of people in Modesto here. The herbs have cured all different ailments. My business associate Mr. B. F. Decker and I called at Poo On Herbs Co. After the consultation with the Herbalist I decided to try his herbs. After using it for four days my condition was wonderfully improved, and in two weeks I could walk as well on my right as on my left foot. I could bend both knees and ankles. My right foot got so much better and I could move it and now after taking the Poo On Chinese Herbs for six weeks I can see to file a saw. I can pick up nails and tell if I have one or more. The feeling having returned to my fingers and my right hand is as good as my left. Before I took the herbs I had no pulse in my right hand and now the pulse in that hand is as good as in the left. I can work with a pick and shovel now, and I could not do that for eight years. I can remember things now and my head is much clearer. I can converse intelligently and think clearly. Oh and on during these eight years I have had fainting and dizzy spells and small strokes and paralysis. Now this is gone and I have gained a pounds already. Recently through some of his friends we learned he had returned to his home in Oklahoma six years later. Reports say he is in excellent health, and feeling perfectly normal in every respect.

Five in One Family.
Mr. J. F. Cramer, wife and three children of 431, Virginia Avenue, Modesto, Cal. U.S.A., suffered with a gripe and bronchial pneumonia. Neighbours all said they had the flu. Mr. Cramer's testimony is as follows: "My boy David 14 years old took down with fever, chills and ache all over the body, cough and bronchial pneumonia, and was sick at his stomach. I had heard of the Poo On Chinese Herbs curing the flu so quickly. I called and got some herbs right away. The boy took only three packages and was cured in three days. My wife also took down with the same trouble. After taking some herbs from Poo On Herbs Co. she speedily recovered.

My two girls, Neola and Mildred also had what they call the flu. One took only one package of herbs and the other took two. They were also speedily cured. I myself had the same complaint. I took some herbs and I neither had to stay in bed or suffer any bad effects.

While my wife was sick a neighbour of ours called on us and told us to get a physician. I knew the herbs had cured my boy fast and I did not want to try anything else. A few days ago the same woman who told me to get a physician took down with the same trouble we had. Physicians called it the flu and she was put in the quarantine. She was treated by physicians, a few days ago she died and was buried. She had been an expert flu nurse in our neighbourhood.

Thousands suffering from catarrh, bronchial and lung trouble, throat, cough, asthma, hay fever, malaria, stomach trouble, indigestion, constipation, gastritis, piles, diarrhoea, fistula, heart disease, eczema, scrofula, female trouble, nervousness, insomnia, obesity, kidney, bladder trouble, Bright's disease, diabetes, rheumatism, neuralgia, dropsy, pyorrhea, epileptic fits, paralysis, tumors, ulcers, pimples, dizziness, headaches and many other chronic diseases, have been restored to health and happiness without poisonous drugs or the knife, by the Poo On Chinese Herbs.

THE POO ON CHINESE HERBS CO.

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—DRY DOCK—

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Electric Cranes at Sea Wall, Capable of

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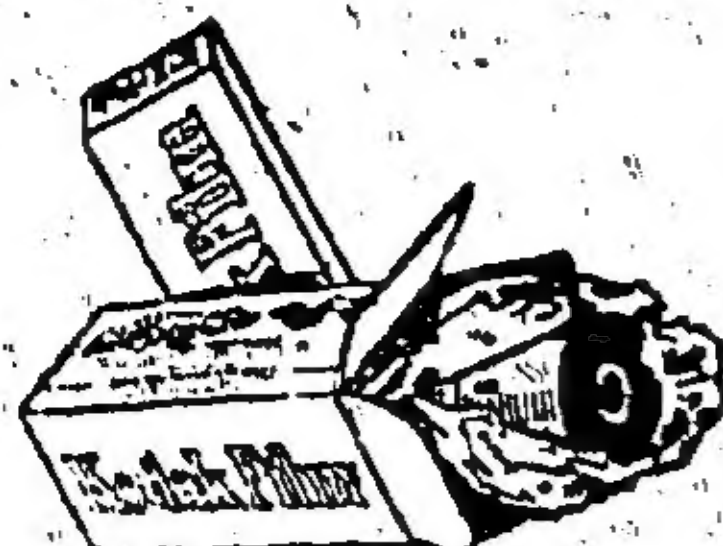
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Its uniformity and dependability is an assurance of getting satisfactory pictures.

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to your teeth*

Nature gave them that thin outer coating of enamel to protect them.

To keep this intact you must keep it clean and polished.

Use powder to polish, of course, just as you would for polishing anything else.

But it must be the right powder, one specially prepared for the purpose—

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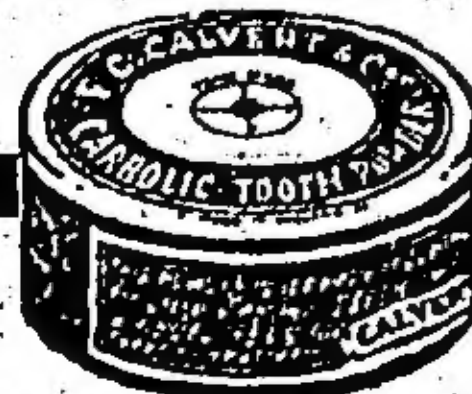
The powder that cleans gently but firmly, and polishes so beautifully.

... that is perfectly free from grit and so cannot scratch or injure the precious enamel.

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Sold by local Chemists and Stores.

Made by F. C. CALVERT & CO., Manchester, England.



THE STORY OF PRINCESS MARY.

THE GOLDEN PRINCESS.

Princess Mary is one of the most interesting members of the Royal Family to the general public because so little is known about her. Her life has been one of genuine delight in the multifarious duties of the only daughter of the King of England.

She appears from the stories which are told of her nursery days to have been like all little girls sometimes naughty and at others a delightful sunny child. Not until August 1914 did she really come into her own when she became the right hand of her mother, the Queen, in the organising of various branches of war work. She entered with enthusiasm into hospital and nursing work, with the thorough and conscientious energy characteristic of the Royal Family. After the war the golden Princess as she had come to be called drifted back in the quiet waters of family life until her marriage.

Princess Mary was born in April 1897 at York Cottage, Sandringham. Queen Victoria wished her to be called "Diamond" in memory of the happy jubilee which had been recently celebrated, but her parents did not consider the name suitable, while King Edward (then Prince of Wales) shrewdly pointed out that in later years the baby might not thank her parents for a name which would so clearly establish her age. A few weeks later she was christened Victoria Alexandra Alice Mary, and by the special wish of the Duke of York (King George) she was known as Mary after her mother.

As a baby Princess Mary was by far the most troublesome of all the Royal children. It is told of the Prince of Wales that at the age of four when thoroughly exasperated by her crying he remarked to his nurse: "That baby really gets on my nerves!"

York Cottage, Sandringham, was the scene of the early childhood of the Royal children, it having been given to the Duke and Duchess of York on their marriage by the Prince of Wales. Within a few months of her first toddling days, the little Princess Mary became the inseparable companion of the Prince of Wales and her other brother.

"She was the most unselfish of children," is the verdict of one who knew the Princess from the time of her babyhood at York Cottage to the day of her marriage amid all the splendour of a state wedding in Westminster Abbey. Sometimes as the only daughter she would receive small presents of sweets and fruit from her relations or those at Court, but never did she forget to carry part of the sweetstuffs to "David" and more often than not more than a half-share. Never, unless under compulsion, would the little Princess go out for a picnic or any other treat unless accompanied by her brother "David" and once when the young Prince Edward was suffering from some slight complaint and was confined to his bed the Princess Mary insisted that she should sit by his side and supersede the nurse in attending to the wants of her beloved little brother.

Princess Mary was scarcely five before she began to "mother" her brothers. She "minded and tended" them and was always responsibly sympathetic when "David" or "Bertie" fell and bruised a knee or cut a finger. The Duchess of York, their mother, hearing on one occasion sobs coming from a near-by bush in the garden at York Cottage, found on investigation Prince "David" with

his head buried in the lap of Princess Mary, crying because he had sustained the loss of a favourite bird at the hands of a marauding cat.

When the Duke and Duchess of York went on a Colonial tour in the *Ophir* in 1901, Princess Mary, who was standing rather tearfully with her brothers, sprang towards her mother and, clasping her fondly around the neck, said:

"Never mind, Mamma, I will take good care of us!"

The little Princess at that time was scarcely four—but already the motherly instinct was aroused and she looked upon her brothers as her own particular charges, and responsible.

At the coronation of their parents in 1911 the Princess found unlimited scope for her proclivities for mischief, and the ladies-in-waiting who had charge of them had some fears that their exuberance and exuberance of spirits might quite possibly cause some hitch in the well-planned ceremonial.

Princess Mary's robes, were purple velvet trimmed with ermine with a long train—this over a white dress. White satin shoes and silk stockings, three ropes of magnificent pearls round her neck, completed her toilette, with the exception of her coronet, which was perched rather precariously on the top of her mass of golden curls, which were allowed to flow freely down her back.

Had she shared the carriage with the Prince of Wales only, everything would have gone well, but sitting opposite on the front seat were the other three young Princes, Albert, Henry, and George. Owing to his tender years little Prince John had been left at home at Buckingham Palace—a very distressed young man at being deprived of all the joys of the ceremonial accorded to his brothers and his sister. As a great treat, however, he was allowed to stand at the window of one of the state apartments overlooking the courtyard of "Buck House" and watch the procession start and, later, return.

The procession had not travelled far before the dignified equanimity of the Prince of Wales and Princess Mary was considerably upset by the "ragging" of their younger brothers, whose sense of humour was somewhat tickled by the sight of their elder brother and sister sitting so very regally and *de rigueur* opposite to them and acknowledging their cheers of the crowds so very gracefully.

Louder and more pointed became their remarks and more boisterous their ragging as the carriage neared the Abbey. At last Princess Mary leaned forward and delivered a sound elder-sisterly slap to the most troublesome of her little brothers.

Princess Mary's great love of the beautiful in art, music, and literature finds a reflection in her husband, Viscount Lascelles, and it is this love for beauty in everything which the happy couple have in common that has done so much to make their marriage a contented and happy one—this, in conjunction with Princess Mary's life-long preference for people older than herself and her tremendous keenness on hunting, has made her choice of Lord Lascelles as a husband such an ideal one.

"Isn't it fortunate," she said to a friend just before her marriage, "that being so fond of hunting I am going to marry a Master of Foxhounds?"

THE SIX-FOOT CLUB.

ONLY TALL MEN ELIGIBLE
FOR MEMBERSHIP.

"It is time that England's big men get together." Under this motto a new club is being formed in London, of which the sole qualification for membership is a height of more than six feet, the applicants to be measured without shoes or stockings.

About 35 members have already been enrolled, and they meet on October 10th to elect the tallest among them, measuring 8 feet 10½ inches, as president. There are two members with a height of 6 feet 8 inches, and the shortest is 6 feet 1 inch.

When the club building will have been acquired in the West End, monthly guest evenings will be held, and guests will be required to enter and leave on stilts, to make up the required height. As a body, the club will protest against the manufacture of small cars, narrow theatre seats, and other contrivances apt to be inconvenient for big men.

Most of the present members are ex-officers and some are Regular Army men. Although the club is strictly non-political, it will have a distinct national and Imperial leaning.

The name of the club will be the "Sixfoot Club." The membership will not be restricted in numbers, and the scope of its activities will depend on the response of England's big men to the invitation of uniting.

MEETING A TIGRESS AT NIGHT.

FOREST RANGER'S
ADVENTURE.

"I was busy writing when I felt something brush heavily against my leg, and I looked up and saw a tigress."

In these words a forest ranger describes a unique experience when he was camping out in a district hut at Kurnool, Madras. He was seated in a room alone, writing at a table, with a lamp, when the animal walked past. It went further into the room, and on looking up he was panic-stricken to find behind him, by the doorway leading into an adjoining room, a fair-sized, hungry-looking tigress.

Fortunately, the tigress passed through the doorway, and the ranger closed the door against her. The alarm was raised, and brought others to the scene. Mr. Wimbush, Conservator of Forests, armed with his rifle, climbed on to the frail roof of the building. He removed a portion of the thatch, and got a good view of the tigress.

He shot the animal in the shoulder, and then roars and grunts, intermingled with snarls, drove terror into all who had gathered near. But laboured breathing at length gave way to deadly silence. In the inky darkness, with the aid of his electric torch, Mr. Wimbush distinguished the striped coat of the tigress, who seemed to be dead. On second thought he decided on another shot.

It was fortunate that he took this precaution, for as soon as he had fired the beast made a spring for the flash and then fell dying.

WOMEN DOCTORS IN TROPICS.

PROFESSION OVERCROWD-
ED AT HOME.

OPPORTUNITY IN INDIA.

Dr. Andrew Balfour (Director of the London School of Hygiene and Tropical Medicine), speaking at the opening of the winter session of the London (Royal Free Hospital) School of Medicine for Women, recently, dealt with the possibilities for women doctors in other climes.

"While women doctors have for a long time taken their position in the world of medicine," he said, "there are, I understand, some aspects of the situation not altogether satisfactory. I am not referring to the recent controversy about the medical schools which women should be permitted to attend, but to that overcrowding of the profession in England which sometimes renders it difficult for a woman to earn a decent living and now and then, I fear, spells tragedy."

He gave an exhaustive review of the possibilities for medical women in many parts of the tropical world, and insisted on the necessity, particularly, for their work in India.

Efficiency.

It was a little short, of criminal, however, to send medical men or women to hot climates, he said, unless they knew how to take care of themselves and had acquired the special knowledge which, if properly applied and assimilated, spells efficiency. As Mr. Bernard Shaw had said "There are only two qualities in the world: efficiency and inefficiency; and only two sorts of people: the efficient and the inefficient."

"There is a strange corpse traffic in Iraq," he said, "due to a transit of bodies for burial in its holy cities; and as there is a system of inspection and a tax on imported corpses, a considerable amount of smuggling goes on."

"This is an illustration of the quaint and curious side of tropical medicine which is never lacking in the elements of surprise, and can rarely, if ever, be dubbed flat, stale, and unprofitable."

India, he added, remained the Mecca for the woman doctor from England. "We were obtaining mastery in tropical countries over maladies which not long ago were mysterious as regarded their cause and spread."

A REALLY NOBLE ANIMAL.

SWEDISH PROFESSOR'S
STUDY OF HORSES.

THEIR PRONOUNCED
INDIVIDUALITY.

Stockholm, Sept. 26th.

The results of a lifelong study of horses have been published by Professor John Vernerholm, previously head of the Veterinary Institute of Stockholm and pioneer in the work for prevention of cruelty to animals. The professor has a very high opinion of the intelligence of the horse, and has found this animal to be possessed of an ability to read with astonishing accuracy the mental attitude of persons approaching him.

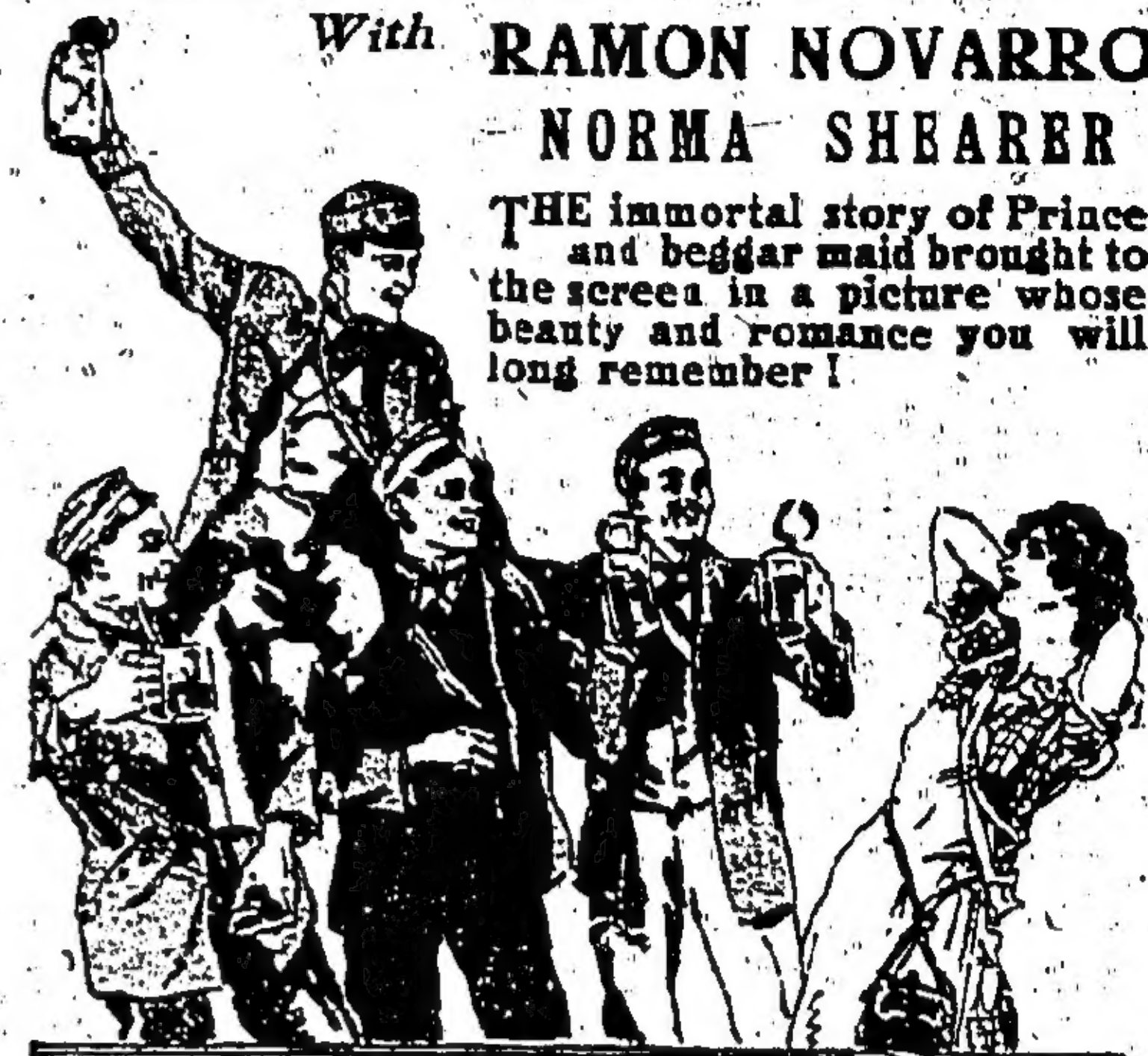
"Although horses have a most pronounced individuality," he says, "they have one thing in common: they all are from the beginning kindly and sympathetically attuned towards human beings. There are absolutely no bad-tempered or malicious horses that have not been made so by faulty treatment or unkindness and, on the other hand, there is hardly one horse, however savage of disposition, who cannot be reformed by proper treatment." The professor quotes striking instances of such cases from his own experience, and says: "Through his ability as a thought-reader the horse infallibly detects any trait of fear or antipathy in the minds of persons approaching him, and he instinctively reacts and defends himself against such persons, as he suspects them to bear some kind of malice against him. If, on the other hand, one approaches even the most savage horse with absolute fearlessness he will not do any harm."—*Reuter.*

Tens of thousands of Berliners lined the main streets of the city last month to see and cheer the popular hero of the hour—not a famous warrior or politician, but a man of the people, Gustav Hartmann, the septuagenarian cab-driver of Wannsee, a suburb of Berlin. Twenty-two weeks previously Gustav Hartmann set off for the longest and last drive of his career from Berlin to Paris and back. His success in accomplishing the feat has appealed to the popular imagination, and "Iron Gustav," as he has been nicknamed, had an uproarious welcome from the citizens of Berlin as he drove through the streets with his horse and cab another in flowers and garlands, while hawkers did a brisk trade selling picture postcards commemorating the memorable drive of one of the last of Berlin's horse-cab drivers.

STUDENT PRINCE

With **RAMON NOVARRO**
NORMA SHEARER

THE immortal story of Prince and beggar maid brought to the screen in a picture whose beauty and romance you will long remember!



AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.00, 7.15 & 9.30.

FORTY men against four thousand! An amazing story of the adventures of three brothers in the French Foreign Legion!

RONALD COLMAN IN BEAU GESTE

Based on the famous novel by Percival Wren

with **NOAH BEERY-NEIL HAMILTON.**

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OLD HEIDELBURGH.

STUDENT PRINCE AT THE
QUEEN'S.

RAMON NOVARRO AND NORMA
SHEARER IN A TRAGIC
LOVE STORY.

[BY OUR FILM CRITIC.]

"The Student Prince in Old Heidelberg" is the rather clumsy title of an exceptionally well made film for which Herr Lubitch is responsible.

The interest of the film lies, perhaps, more in the picture it gives of Teuton mentality than in its tragic love story, although the latter is treated with singular delicacy and charm. But as you watched the sequences of the story unrolled on the screen you realise that it is a story of Germany and of nowhere else. True prince's have loved unwisely, and still do, in other countries: state marriages are tragically accepted and born with traditional resignation, but the curious mixture of sentimentality and pomposity is the hall mark of only one country in the world. You feel that all the director's care in securing scenery, uniforms, buildings and German "properties" generally although laudable might have been dispensed with and the effect almost as well sustained.

Perhaps in this case the extraordinarily successful "atmosphere" may have overshoot the mark a little, since Ramon Novarro the hero cannot accustom himself to it. From the opening of the picture the Prince is a "stranger in a strange land," to a degree not to be accounted for by his supposed dislike of formality. The mistake was, perhaps, to give the part to so typical a Latin.

The story is, shortly, that a little boy is brought up in the palace of Karlsruhe to be the future king. His spirit is crushed from the day of his entry into the palace and only kindly Dr. Juttner, his tutor, makes life bearable for the Crown Prince. As a young man he is sent to Heidelberg where he lives the life of an ordinary student, and falls in love with an Innkeeper's pretty niece. The day comes when he has to return to Karlsruhe to become King and contract a royal alliance.

Prince Karl Heinrich is played as a child by that very clever child actor, Philippe de Lacy, who has an amazing tragic gift for a boy of ten years old. You may find as I did that the Prince, when Novarro plays him, is a little too much concerned with looking crushed and sad, but Philippe de Lacy is sad. As his small hands beat on the palace gates you feel his soul is vainly beating against the bars of etiquette and formality. The intense loneliness of the child in a world of grave and elderly men is poignant and real.

Jean Hersholt as the tutor gives perhaps his best performance on the films. He is in every action the sentimental Teuton, a kindly foolishly and quite charming old man.

And then Heidelberg, in its setting of romantic scenery, with its beer drinking student corps, and the pathetic figure of the young prince who believes himself to be accepted as a boon companion of the students, who never for a minute overlook his rank. Only Kathie, the innkeeper's niece, does that, and for that reason Karl Heinrich finds happiness in her society and loves her. Norma Shearer plays her part well. She does not, perhaps, look sufficiently unsophisticated for the rôle, but she has a very charming personality, and a lightness of heart which imbues the tragic theme with something of the "Columbine" spirit.

Edward Conally as the Prince's personal attendant, Jean Hersholt as the tutor, and lovable Otis Harlan as the innkeeper, provide a number of amusing scenes which serve to keep the picture on a less tragic plane.

"The Student Prince" is a quite exceptional film and one which you should not miss.

BENNO MOISEWITSCH.

BRILLIANCE AND
ORIGINALITY.

AN APPRECIATE AUDIENCE.

Benno Moiseiwitsch, who gave his first pianoforte recital of the season in the Theatre Royal last night, was born in Odessa and studied in Vienna, under Laschewsky, the master of Paderewski. That short biographical note gives a key to his technique. Moiseiwitsch has originality; he adds a personal touch to every composition that he plays; now in an impish, now in a serious or plaintive mood. Sequences which another artist would beat as an underlying melody he treats on occasions as a delicate refrain. Beethoven is given at times a strange gentleness and there is new significance in the bewildering moods of Chopin.

The programme which he chose last night would give ample range to any artist, Scarlatti, Beethoven, Chopin, then Rachmaninoff, Debussy, Cyril Scott, Palmgren and finally Liszt. Versatile and accomplished pianist, Moiseiwitsch gave to each composer an individual interest, and even Cyril Scott's light "Russian Dance" did not seem out of place among the lions.

The Scarlatti "Sonata in A major" was delightful, lyrical and full of colour. Then came Beethoven's "Sonata in C major." The pianist's exquisite muted notes in the "Allegro" were a revelation. They were as clear and lovely as if they had been drawn from the strings of a violin, never blurred, or suggestive of the wires and hammers of his instrument. Of Chopin's "Etude in E major" much the same might be said.

Another characteristic of Moiseiwitsch technique which was particularly remarkable in the Scarlatti and the first composition played of Chopin, the "Etude in G Sharp Minor" is his command of sharp notes. They become under his fingers quite literally sharp, not shrill, but clear and piercing and extraordinarily beautiful. The Chopin "Etude in G Flat Major" is of course "fireworks" and the pianist gave it its full bewildering volume and crash of sound.

Rachmaninoff's "Prelude in B Flat Major" was played with delightful insouciance, making of it a gay and vivid piece of colour tonality. Very softly there followed the first exquisite notes of Debussy's "Clair de Lune" which was as perfect a piece of interpretation as could be asked of any artist.

But one could go right through the programme and five again the pleasure of the performance in the task of finding words to express the impression of each separate item, although no words can reproduce the curious spell of expectancy that Moiseiwitsch casts over his audience. As the applause dies down you wait eagerly as he fingers the piano for a moment before he begins again, experience having taught you that however well you may know the music, which he is going to play, Moiseiwitsch will have something new to tell you about it.

The audience, a very good one for Hong Kong, was deeply appreciative, and persuaded the pianist to give two encores. There is little doubt that most of them will be present at the second recital on Saturday.

The programme was as follows:—
Sonata A Major Scarlatti
Sonata C Major, Op. 53 (Waldstein) Beethoven
Allegro con brio
Rondo (Allegretto moderato-Prestissimo)

Etude G Sharp Minor (In thirds) Op. 25 No. 6 Chopin
Etude E Major, Op. 10 No. 3 Chopin
Etude G Flat Major, Op. 10 No. 5 (Black Keys) Chopin
Waltz A Flat Major, Op. 42 Chopin

Prelude D Flat Major (Rain drop) Chopin
Fantasia F Minor, Op. 40 Chopin
Prelude B Flat Major Rachmaninoff
Clair de Lune Debussy
Russian Dance Cyril Scott
Rococo Palmgren
The Sea Palmgren
Playerya Granados
Rhapsody No. 6 Liszt

FOLK-LORE AND LEGENDS.

THE TRANSMISSION OF
BELIEFS.

SIR R. TEMPLE'S THEORY.

A special congress arranged to celebrate the jubilee of the Folk-Lore Society was held in London last month in the rooms of the Society of Antiquaries at Burlington House.

Sir Richard Temple, who was president of the congress, delivered his presidential address on "The Mystery of Mental Atmosphere." He said that in 1880, while travelling from Calcutta to Rangoon, he found the sailors revered a shrine which they passed dedicated to Pir Badar, a Moslem saint who became a patron of sailors, through identification with al-Khidr or Khizr. As a vague holy personage, al-Khidr had been identified in the East with practically every great religious hero of the past and many smaller ones locally. He was the bogy *par excellence*, and at the same time the general helper of mankind in emergency. The legends attached to Ilyas (Elijah, Elias) had become mingled with his own, and St. George of Cappadocia, the patron saint of England and other lands, had also become so closely associated with both Ilyas and al-Khidr that all three had become looked on as one personage. The legend of St. George and the Dragon was that of Perseus and Andromeda, mixing up a Greek story of probably Eastern origin with the other tales.

Magic And Revelation.

Sir R. Temple said that he had evolved a theory as to how the idea of al-Khidr arose and how it came about that he had been identified in the popular mind with totally different personages. His view was that all philosophic argument—whether by a savage or by a highly trained philosopher—ran on to a point which was beyond experience and passed beyond understanding. The gap in argument which thus occurred was crossed to the unlettered by the agency of magic and to the lettered by revelation. Philosophy, savage or civilized, had to face the mystery. Beings such as al-Khidr owed their existence to the fact that they were to the populace representatives of the unknown, the mystery. The ubiquity and multiple identification were due to the contact of one philosophy with another.

Working on a theory of Andrew Lang that what the human mind had once absorbed it never let go, though it might modify it, he argued that each contact served to produce an atmosphere in the mind which overlapped but never destroyed those already produced by previous contacts; and in the later part of his address he examined what he described as three layers of atmosphere, taking illustrations from the mental conditions of people he had either lived among or closely studied. Beliefs and customs as now observable in the world had, he said, arisen out of the philosophy of a comparatively few leaders and been transmitted with innumerable modifications by contacts spread over an infinity of time. He suggested that if the examination of folk-lore was to be scientific, it was important in studying any given belief or custom to ascertain the mental atmosphere of the people who had absorbed it at the time of absorption.

A vote of thanks to Sir R. Temple was passed on the motion of Dr. Gaster, seconded by Sir James Frazer.

Mrs. Banks, in the first of a number of papers which were read, gave an account of traditions of stone-carrying women. She said the tradition of women who carried stones and dropped them from creels on their shoulders or from their aprons persisted in various forms in Western Europe. What their status might have been in the first place was a matter of surmise.

When we came to know them they were deities, goddesses, fairies, saints—even the Virgin Mary found a place among them—or, at the last, witches. In this tradition they had to do with powers controlling nature and with woman as an instrument of culture, might they say as agriculturist, as many now believed her to have been! The first thing people did to-day when they began to make a garden in untended land was to throw away loose stones.

Gipsy Rites.

Mr. T. W. Thompson, in a paper on "British Gipsy Marriage and Divorce Rites," said that English gipsies so far back as knowledge extended had become husband and wife without the performance of any special rites or by following a very brief and matter-of-fact ritual. But with the Welsh and Scottish gipsies it used to be different. Joining hands in the presence of witnesses was commonly spoken of by English gipsies as the one marriage rite in vogue among them. He mentioned a case in which it was stated that the bride and bridegroom mingled their blood in four

(Continued on next column).

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Ten Little Miles From Town—Fox Trot With Vocal Refrain
Driftwood (Just a Little Bit o')—Fox Trot With Vocal Refrain
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which was baked into a cake, and then they ate the cake together. In Wales there was preserved until recently a marriage ritual of which the central feature was the jumping of the bride and bridegroom over a branch of flowering broom or over a besom, made of broom.

In discussion Mr. A. R. Wright mentioned the fact that at his own wedding he lifted his bride over the threshold. He did so under the impression that he was complying with a Yorkshire custom. Whether or not it was merely a family custom he could not say.

Papers were also read which had been written by Professor Frederick Starr on "Filipino Folklore" and by Professor A. H. Sayce on "Egyptian Folklore." At the Imperial Institute, South Kensington, Professor Pospisil, of Brno, gave in the evening a lecture on the folk dances and customs of Central and Eastern Europe.

In connection with the Congress an interesting exhibition of objects illustrating British folk-lore has been placed on view in the lecture room of the Society of Antiquaries.

A wassail box is shown which was carried about from door to door at Christmas time as late as from 1881 to 1898. It contains two little dolls, along with artificial flowers and fruit. There are charms of various kinds against sickness and other ills. A dried frog in a bag was used to prevent fits. Several large glass balls which are shown were hung up in houses as a protection against witches. Other exhibits related to mummers' plays. There is a manuscript copy of a play of this kind dated 1770, and a crown is shown which was used in a performance of the Pace Egg play in Yorkshire in 1913.

"A CHEERO CONCERT."

CAPITAL ENTERTAINMENT
FOR THE SERVICES.

There was a large and appreciative audience at the Cheero Y.M.C.A. yesterday evening when the first "Wednesday" concert was held for the entertainment of the Service. Applause and shouts of "encore" re-echoed being heard from the cricket ground at the conclusion of each item.

Last night's concert was arranged by Mrs. E. D. C. Wolfe and those who assisted were:—Miss P. Brown (elocutionist), Mr. and Mrs. Morgan Richards (duets and solos), Mrs. C. P. Marcel (Soprano), Mr. W. A. Hannibal (Humourist), and Mrs. Hargreaves Brown (accompanist).

The programme was a varied one, and the audience greatly appreciated the wit of Mr. Hannibal which gave much to chuckle over. Those who admired a first rate soprano had what they wanted in Mrs. Marcel. Miss Brown also held her audience with her elocution, while Mr. and Mrs. Richards delighted the audience with many songs.

It is hoped that more of these concerts will be arranged for they are greatly appreciated by Service men.

THE LOW WATER SEASON.

SHIPPING DELAYED IN
CANTON RIVERS.

DREDGING NEEDED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Oct. 23rd.

The waters of the various rivers in the Canton delta are getting so shallow that navigation is becoming increasingly difficult. This is especially true of the East River where the depth of water is now about one and a half feet except in the channels. The river junks plying between Canton and Sheklung and Ho Yuen have already suspended service because of these conditions, and those plying between Canton and Waichow are about to follow their example. Formerly when the water was sufficiently high, it took only about nine hours to go from Canton to Waichow. It now takes from 15 to 24 hours to traverse the same distance. The masters of these junks point out that unless the depths of these rivers are increased either by dredging or through a heavy rain, they will be compelled to suspend service altogether. They added that the present mode of navigating these rivers is most unsatisfactory and passengers have to get off and walk on shore at some points to make the craft lighter. This is the only way to cross the extremely shallow points.

Some of the larger boats plying between Canton and Waichow are able to go only as far as Sheklung. Here the passengers have to get out and transfer to a much smaller boat in order to get to their destination. The freight is also transferred at this point to the smaller crafts for Waichow. The Canton-Hong Kong steamers are also more or less affected by these low water levels. Very often time they have to leave as much as two hours on either side of scheduled time for Hong Kong in order to catch high water.

The water level of the Chu Kiang and its tributaries is always low this time of the year on account of the drought characteristic of the autumnal season. The only solution, our correspondent was told by the skippers and masters with whom he has discussed the matter, is extensive and intensive dredging. It would be far more profitable, he was further told, for the Canton Government to pay more attention to river dredging than to be always thinking of how to levy more taxes.

DEATH OF LORD GLEN-
ARTHUR.

HEAD OF ARTHUR & CO. (EXPORT), LTD.

FIRM'S ASSOCIATION WITH
HONG KONG.

The death occurred on September 23rd of Lord Glenarthur, the head of Arthur & Co. (Export), Limited, the well-known firm of manufacturers and wholesale warehousemen of Glasgow, London and Leeds. The firm was established nearly a century ago and carries on a world-wide trade. It has had a branch in Hong Kong for the past fifty years which was formerly in charge of the late Mr. Alex. Mackenzie and is now directed by Mr. H. J. Lamb.

Lord Glenarthur died in Ayrshire at the home of his son the Hon. Cecil Arthur, who succeeds to the title. He was for a number of years Chairman of the Royal Western Infirmary, Glasgow, and was Chairman of the Glasgow and South Western Railway until the time of the amalgamation of the various railway companies into groups. He was also for some time head of the Glasgow Conservative Association.

NATIONAL CHRIS-
TIAN CONFER-
ENCE.CLOSING SESSIONS AT
SHANGHAI.QUALIFICATIONS FOR MISSION
WORK.

SHANGHAI, October 19th.

The sixth annual meeting of the National Christian Council closed this afternoon.

During the day a discussion of leadership, begun early in the conference, was continued. It stressed again the need for more trained workers to take part in the activities of the Church, and for more adequate training. A good deal of time was given to the consideration of missionary leadership and the preparation for it. In view of the present situation it was recommended that the incoming Executive Committee be asked to make a plan for a thorough re-study of the entire question of the training and qualifications of missionaries in China. Special attention was made of language study, the general feeling of the Council being that the national language should be studied as well as local dialects. It was suggested that the Council should take a prophetic lead in this, looking forward to the time when the national spoken language will be universally necessary in China. In this connection it was pointed out that in this Council meeting there has been much less interpretation than usual from one dialect to another, practically all the delegates speaking one language.

In presenting the financial report for 1927-28, the Treasurer, Mr. H. C. Tsao, called attention to the decrease in funds available from abroad which necessitates a marked increase in the support to be secured in China.

Chinese And Japanese Christians.

Mention was made in the report on Christianizing International Relations, of a number of occasions where it has been possible for Chinese and Japanese Christians to meet together to consider Sino-Japanese relations; also of a letter sent to the Executive Committee of the National Christian Council in Japan relative to the Tsinan incident, one result of which has been the visit to this annual meeting of Mr. Ebizawa, Secretary of the Japan National Christian Council.

Rural Work.

In the Jerusalem Conference and at this annual meeting much emphasis has been placed on the development of rural work. In this connection the Council voted to join with other national Christian organizations and church bodies in co-operating with the College of Agriculture and Forestry of Nanking University to plan for the reorganization of the Summer Institute of the University which will more adequately meet the needs of rural pastors, evangelists, teachers and lay leaders, both men and women. It also expressed the interest in the selection of a rural church in which a correlated programme will be carried out as an experiment, using local leadership assisted by experienced workers. The place selected is near Nanking.

Anti-Opium Campaign.

In connection with the report of the Anti-Narcotic Committee the Council placed on record its approval of the Government's announced policy of total suppression of the planting and trade in opium and assurance to the Government of the whole-hearted support of the Christian organization co-operating in the Council. It also assures the National Anti-Opium Association of the continued support of the Christian constituency in the fight against opium and narcotic drugs.

Kellogg Peace Pact.

The Council recorded by resolution its approval of the Kellogg Peace Pact and the meeting closed with a devotional service led by Dr. C. Y. Cheng, General Secretary of the National Christian Council.

"SHOOTING THE MOON."

BUSINESS "TRANSFERRED"
AT NIGHT."BUT THE SAME OLD
SMILING FACE."

A well-known ruse to which Chinese businessmen sometimes resort when in debt was explained by Mr. C. A. S. Russ yesterday morning at the Summary Court before Mr. Justice F. Jacks, when the Shing Hing firm sued the Tung Hing and Li Cheung firms for the recovery of \$182.10 for work done and materials supplied.

Mr. Russ appeared for the plaintiff firm, and Mr. F. X. d'Almada was for the first defendant. The second defendant had not been served.

Opening his case, Mr. Russ said that the defendant owed his clients the money now forming the subject of the claim, and although they had pressed for payment on several occasions, the account was still outstanding.

Mr. Russ added that before giving the full facts of the case, he would have to refer his Honour to the Fraudulent Transfer of Business Ordinance. From the point of view of this Ordinance, the case before his Honour was a very bad one and one which the Ordinance was specially designed to prevent. He said that the debt was originally incurred by the Tung Hing firm, and that, like many others before them, they at once changed their business name in order to avoid payment.

In this case, plaintiffs after having pressed continually for payment were one day advised by a painter that the Tung Hing firm had changed the name on their signboard in the middle of the night. Plaintiff's representative went to ascertain if this were true and although he saw the name of Li Cheung written over the name, "the same old smiling faces were all there," except the man who was responsible for the debt.

Commenting on this, Mr. Russ said that it was well-known that the debt-dodging ruse had been adopted on many occasions and that in order to circumvent it, the Fraudulent Transfer of Business Ordinance was created. It was quite clear that the defendants had been "shooting the moon" in the middle of the night, and he would produce evidence to show that although the name on the signboard had been changed, the stock and fixtures in the shop remained the same.

What Happened At Night.

Evidence was then given by Yeung Wai, managing partner of the plaintiff firm, who said in March, this year, he was requested by Wong Cheung Lau, a partner of the Tung Hing firm, to do some work in the shop. The work was done and a bill of \$182.10 was presented to Wong, who never disputed it. "Witness went to get payment on several occasions but had been put off from time to time."

A painter whom witness employed once went to him on September 8th and told him that the Tung Hing firm's signboard had been changed the previous night at nine o'clock. Witness at once paid a visit to the premises and found that nailed over the name of Tung Hing, was a piece of wood bearing the name "Li Cheung." He, however, found the same people there. He asked for payment and was told that the account would be settled in a few days. Two days later witness went there again and found two or three new people in possession. He again asked for a settlement of the account and was then told that Li Cheung firm had nothing to do with it.

Ordinance Enforced.

For the defence, Mr. d'Almada said that Mr. Russ had not proved that the new firm, Li Cheung, had purchased the goodwill of the Tung Hing firm. He contended that Li Cheung had bought up the stock although no legal transfer was made. It was also obvious that the plaintiff did not look to the Li Cheung firm for payment, because when he went there the first time after the name had changed, he was told by the old firm that payment would be made in a few days. He agreed to wait and that could be taken that plaintiff was willing. It was only on September 11th when he went to the new firm was responsible for payment. Plaintiff was advised to approach the Tung Hing firm but he did not do so.

After further legal arguments, his Lordship held that the Ordinance did apply to the case. It was clear to him that the Li Cheung was carrying out the business of the Tung Hing firm and therefore they must have the goodwill. Judgment was given for the plaintiff firm with costs.

ROUND THE POLICE
COURTS.AMERICAN SIGHTSEER
VICTIMISED.

OFFENDER TO BE CANED.

A Chinese youth was charged before Major C. Willson at the Central Magistracy yesterday for stealing a fountain pen from the pocket of Mr. F. H. Jewell, an American citizen visiting the Colony.

The complainant said that he was standing still looking at the sights in the Chinese district when he heard a faint click and found that his fountain pen was missing. The defendant was standing beside him at the time and witness seized hold of him. However, as the pen could not be found on the boy he released his hold. The boy made for a side lane in such a suspicious manner that witness "guessed" that he was the culprit after all. He detained the boy and handed him over to a policeman.

The prisoner was ordered to be detained for 48 hours and to receive a caning, his youth being taken into account.

A HEARTLESS BRUTE.

A Chinese was before Major C. Willson for cruelty to a kitten. It was stated by the police officer, who was an eye-witness of the offence, that the defendant was literally trying to squeeze the kitten to death. He was walking briskly up and down the street violently shaking and strangling it by the neck. Eventually he dropped the unhappy little creature into the gutter where it lay more dead than alive. The defendant declared that he was "not being cruel to the kitten" and pointed to the animal which was "mewing" and moving about in Court.

A fine of \$5 was imposed.

"YOUR DOG?"—"YES."
"FOUR DOLLARS."

Major C. Willson dealt in quick time with several summonses relating to unmuzzled dogs.

A number of Chinese were called, and the Japanese proprietor of the Tokyo Hotel, all pleaded guilty to the offence and were each fined \$4.

A Japanese woman was then called. She could speak a little English, but not sufficient to understand the charge as expressed in legal form.

However, the Magistrate soon overcame this language bar. Addressing the lady his Worship said: "Your dog; no muzzle; all right?"

The Japanese lady bowed politely and whispered: "Yes."

His Worship: "Four dollars."

The name of another Japanese woman was called, but the same Japanese lady appeared before the Magistrate. It was explained that she had authority to answer the summons on behalf of her compatriot.

His Worship (to the Japanese lady): "Same thing? Dog, no muzzle. Yes?"

Japanese lady: "Yes."

His Worship: "Four dollars."

MONEY FOR A PRISONER.

A Chinese woman was before Major C. Willson for attempting to smuggle a \$1 note to a prisoner in gaol. The woman pleaded that she thought the money was necessary if the prisoner was "to have some degree of comfort. She had come from up country where money and such articles as they needed were allowed to prisoners."

Mr. J. W. Franks, Superintendent of Gaols, informed the Magistrate that the \$1 note was carefully concealed in the cap of a thermos flask. Remarking that that put a different complexion on the "innocence plea," his Worship imposed a fine of \$25 and had the \$1 note confiscated.

AT KOWLOON.

A Chinese was found guilty of larceny and sentenced to two months' imprisonment by Mr. W. Schofield at the Kowloon Magistracy yesterday. The defendant was arrested by a Chinese detective who was on duty in Hamilton Street, Yau-mat. He saw the defendant, who was wearing a long coat, emerge from the stairway of No. 28. The detective questioned him and the defendant failed to

(Continued on next column.)

WORK DONE ON THE
"SHINYO MARU."

HOW JOBS ARE FARMED OUT.

"NO TIME TO FINISH."

When the case was resumed yesterday before Mr. Justice P. Jacks at the Summary Court in connection with the claim of \$253 by one sub-contractor against another sub-contractor for work done on the s.s. *Shinyo Maru* on July 3rd, of this year, it was shown how jobs of this nature were farmed out by one party to another.

The plaintiff in this case was Kwok Yee, who received the work from Li Ming, the defendant. The latter in his turn had received the job from the original contractor, Tok Kee. This would show that two parties stood to make money out of the same job done by a third person.

Mr. W. D. Owen appeared for the plaintiff, and Mr. A. el Arculli was for the defendant, who filed a counter-claim of \$278 representing the cost of work done which the plaintiff had not satisfactorily carried out.

Plaintiff's case was that he agreed to scrape and re-paint two coal bunkers for \$640, to paint the hull for \$38, and to chip and scrape two deck houses for \$70. The total charges were \$738. Work was to be completed on or about July 9th, and this part of the contract had been fulfilled. Plaintiff had been paid in many sums amounting to \$303, leaving the balance claimed.

The defence, opened yesterday, was to the effect that the work was handed down from the original contractor Tok Kee. Any work done by the plaintiff was subject to the approval of the first party. The amount now claimed by the plaintiff had been deducted by the original contractor because the work was not properly done and that some wires had been removed from the bunkers through the negligence of the plaintiff.

Li Ming, the defendant, in evidence stated that he received certain work to do on the *Shinyo Maru*, and that he in his turn handed the job over to the plaintiff. The work was as stated above. When it was finished, it was found that the tank tops and bilges had been left undone. He asked the plaintiff about this, who replied that he did not have the time to complete the work. In this connection the original contractor deducted the sum of \$170 from the bill which defendant had sent him. The deck houses were painted satisfactorily, but certain wires inside the houses had been burnt through the negligence of the plaintiff. Tok Kee the original contractor and the Chief engineer of the ship complained about it and as a result, the sum of \$139.40 was again deducted.

Mr. Arculli, the plaintiff's counsel, stated that it was not part of the contract to do the tank tops and bilges. That is not so; it was most important that they should do it.

Continuing witness said that he remonstrated with the plaintiff about the work being so badly done and that some of it had been uncompleted. Plaintiff's only excuse was that he did not have sufficient time to do it.

The case was again adjourned until Friday afternoon.

give a satisfactory account of himself. He was taken to the Police Station where he admitted having stolen the clothes from the first floor. Twelve other pieces of clothing were found discarded on the stairway.

BANISHEE FROM MACAO.

Answering a charge of returning from banishment, two Chinese told Mr. W. Schofield that they had been deported from Macao for certain offences. They arrived from Macao by the s.s. *Wing On* on Tuesday night and were arrested in Kowloon yesterday morning. The police informed his Worship that the defendants had not told them this when they were taken to the Police Station; in reply to which the defendants thought that it was useless as they knew that they would go to gaol in any case. The Magistrate ordered them to be remanded for 48 hours for enquiries to be made.

STOLE A BABY'S BANGLE.

A Chinese was found guilty by Mr. W. Schofield at the Kowloon Magistracy of snatching a rattan bangle from a baby at Shin Shui Po and was ordered to receive 15 strokes of the birch and six months' hard labour. It was stated that the defendant threw the bangle away just before he was caught by a Shantung policeman.

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By Appointment

THANK
GOODNESS
I AM
INSURED!

A cartoon illustration of a man in a suit running away from a large dog. The man is looking back over his shoulder with a worried expression. The dog is chasing him from behind.

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NEW ADVERTISEMENTS.

THE HONG KONG ELECTRIC CO., LTD.
NOTICE.

THE SHOWROOM at No. 2, Queen's Road Central, will be REMOVED to New Premises at No. 12, DES VOGES ROAD CENTRAL (POWELL'S BUILDING), on the 29th INSTANT.

GIBB, LIVINGSTON & CO., LTD.
Agents. [6895]

THE DIOCESAN BOYS' SCHOOL, HONG KONG.

THE FOURTH PAYMENT of SCHOOL FEES (1928-9) is due on THURSDAY, NOVEMBER 1st. ANNUAL EXAMINATIONS will be held in NOVEMBER and PROMOTIONS made the LAST WEEK in NOVEMBER is a Good Time for New Boys to join the School. The NEW YEAR'S WORK begins on MONDAY, DECEMBER 3rd. The NEW SYLLABUS will be issued in NOVEMBER. French will be added as a Class Subject in the Senior Classes. Chinese is compulsory for all Boys. The CHINESE NEW YEAR HOLIDAYS will be from about WEDNESDAY, FEBRUARY 1st, to about MONDAY, FEBRUARY 27th, 1929.

W. T. FATHERSTONE,
Headmaster. [6896]

HONG KONG JOCKEY CLUB.
NOTICE.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNEX, on FRIDAY, 26th OCTOBER, 1928, at 5.15 P.M.

By Order,
H. R. FORSYTH,
Acting Secretary.
Hong Kong, 12th Oct. 1928. [6844]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SEVENTH EXTRA RACE MEETING to be held on SATURDAY, 10th NOVEMBER, 1928 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CLAUDE WAY BAY STABLES. Entries will CLOSE at 12 O'clock Noon on WEDNESDAY, 21st OCTOBER, 1928. [6874]

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 29th DAY of OCTOBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Sham-shui-poi, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1868, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	New Kowloon Inland Lot No. 1170.	At Cheung Sha Wan, Sham-shui-poi.	As per sale plan.	9,160	14	3,240

[6856]

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 29th DAY of OCTOBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Ma Tau Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
2	New Kowloon Inland Lot No. 1170.	At Cheung Sha Wan, Sham-shui-poi.	As per sale plan.	9,160	14	3,240

[6897]

INTIMATIONS.

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the INAUGURAL CEREMONY of the FAIR on SATURDAY, 3rd NOVEMBER, 1928, at 9 P.M.

Col. DUARTE VEIGA,
Chairman. [6891]

"THE PEAK FLATS."

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FURNISHED.—Four Rooms BUNGALOW, Fish System at Kowloon Tso, with Garden and Tennis Court.

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SECOND BRANCH.—21, Queen's Rd. Cent. (For Ladies & Gents.) (Near Ground Floor of KAYAMALL BUILDING.)

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The Daily Press.

HONG KONG, OCTOBER 25th, 1928.

"A LIFE FOR A LIFE."

LORD BUCKMASTER, who is an ex-Lord Chancellor of England, has raised again the question whether the death penalty ought to be abolished. He is in favour of relegating it to the limbo of legal enactments. With such influential backing it is perhaps natural that the movement supported by those who are pledged to secure an alteration in the law in this respect has received a decided impetus. It is stated that a petition to Parliament protesting against Capital Punishment is shortly to be set on foot. This will be interesting as affording some clear indication of the national attitude towards a high controversial subject which many European countries have settled more or less to their own satisfaction. Whether or no the time is ripe for the repeal of the death penalty in England, the supporters of reform can count on a larger measure of support than such advocacy has previously received.

In recent years public opinion has tended towards greater clemency in the case of criminals. The keynote of the new system is reform rather than punishment. It is carried into practice to an extent that would have been inconceivable to the mid-Victorians. There is a belief that crime is due in most instances to an abnormal mental condition. The confirmed criminal has a "kink," as the saying is, and is more suited to the care of the psychologist than the gaoler, the mental hospital rather than the quarrice of Dartmoor. At the same time many people who are by no means lacking in sympathy still consider that tolerance has gone far enough. The line must be drawn somewhere. Doubtless a good deal of argument on these broad principles will be heard when the issue is raised in the House of Commons in the near future.

Meanwhile it is interesting to recall that almost every effort to modify the methods of dealing harshly with criminals has been strongly opposed. OLIVER GOLD-SMITH questioned the policy of punishing, by death, offences of an almost trivial nature, and he was ridiculed as a soft-hearted sentimentalist. When Sir SAMUEL ROBERTS, the eminent jurist, agitated against the three-fold practice of hanging, drawing and quartering he was answered by the Law Officers of the Crown, who declared that to tamper with the existing law in that respect would break down "the bulwark of the Constitution." For many years afterwards judges continued to pass sentence of death for the theft of a sheep or for what would now be called petty larceny; yet when the law was finally altered the stability of Society was not shaken, nor was the strength of the Constitution undermined.

It is the English way to move very slowly out of the beaten track that has been followed by our forefathers. If the death penalty is abolished it will not be done as a result of an agitation which fails to command the full support of public opinion, even though the movement is sponsored by an ex-Lord Chancellor. That a considerable body of opinion is inclined towards "abolition" seems fairly evident from the repeated attempts that are now so very frequently made to procure reprieve for a murderer. Petitions are presented to the Home Secretary signed by thousands in nearly every case except where the crime has been of a particularly atrocious character. We believe that in time England will come into line with other nations, which have either revoked Capital Punishment or have allowed it to lapse. But that time is not yet. There is an ingrained feeling that the penalty should be made to fit the crime, and that as regards murder the old dictum still stands as good law and logic—"a life for a life."

The Colony had a clean bill of health on Tuesday. Amongst the passengers on the *Sarabruk* en route to Shanghai is Mr. F. H. KRIS, American Vice-Consul at the Northern port. The monthly meeting of the Council of the Hong Kong Football Association will be held at the Chaplain's hut, Scindal Point, on Tuesday, October 30th, at 5.30 p.m. Mrs. Sherry was elected to the committee of the Ladies' Section of the Royal Hong Kong Golf Club and not Mrs. Sheldon as was reported in our account of the annual general meeting. Staying in the Colony at present are a number of American visitors, being the remnants of a party returning from the Eucharistic Congress held in Australia last month. In the course of their tour, arranged by the American Express Company, they have visited various parts and they are receiving the usual facilities for visiting the Peak and other points of interest here until they leave for San Francisco and Japan on October 30th by the *a.s. President Jackson*. Bishop J. J. Dunn, of New York City, is among the party. Those staying at the Hong Kong Hotel are Rev. Father Colligan, Misses Julia Shaughnessy, Catherine O'Connell, Helen and Cecilia Murray, M. L. Giannella, Rose Carroll Patterson, Evangelina Carroll Patterson, Mr. Louis Gondolfo, Mr. John O'Rourke, and Mr. Louis D. Stone, cruise director.

The concert to be held at the Helena May Institute to-day, Thursday, has had to be postponed owing to the illness of Mr. Hargreaves-Brown. Tickets may be returned or used for this concert at a later date.—ADVT.

Members of the Ladies Church of the Wanchai Wesleyan Church are holding a sale of work at the Helena May Institute on November 7th. Mrs. W. T. Southern will open the sale at 3 p.m., and the proceeds will go to the funds of the new Sailors and Soldiers' Home.

A number of prominent travellers passed through Hong Kong by the French liner *Paul Lecat*, M. Marcel Ray, publisher of the well-known French newspaper, *Le Petit Journal*, is on his way to Japan, where he will gather material for a series of articles for his publication. It is likely that he will proceed to Manchuria and North China and thence to Shanghai, where he will board a Messageries Maritimes steamer on his way back to France. There were also two Chinese diplomats on board, namely Mr. Yu Chien Wen, of the Legation at Copenhagen, and Mr. S. Wei, returning Chinese Minister to Germany. These diplomats will report to the Nationalist Government on the respective attitude of the Danish and German Governments on the question of treaty revision and improved relations with China. Mr. Benno Moiseiwitsch also landed here from the *Paul Lecat*, and will later proceed to North China. Miss H. Sterling, an American journalist, also arrived by the French liner in search of "local colour" in the Far East.

Commodore R. A. S. Hill who is shortly to succeed Commodore J. L. Pearson, O.M.G., as Commander-in-Charge of the Naval Establishments at Hong Kong, has been Director of the Trade Division of the Naval Staff at the Admiralty. The new Commodore has been in the Service since January, 1894, and specialized as a navigator. He was lieutenant (N) of the *Harrier* during the Somali campaign in 1908-9, and when the late War began was commander (N) of the flagship *King Edward VII*, in the Grand Fleet. After the loss of that vessel by mine in January, 1918, he moved with Vice-Admiral Bradford and staff into the *Britannia*. From December, 1916, he was commander (N) of the *King George V*, flagship of Vice-Admiral de Robeck, also in the Grand Fleet, and was promoted to Captain in December, 1918. He afterwards became Flag-Captain to Admiral de Robeck in the Mediterranean, Head of the Naval Personnel Committee, and Flag-Captain to Rear-Admiral W. W. Fisher in the *Barham*. Commodore Hill is a qualified interpreter in French.

Judgment was delivered recently at Newcastle in the Board of Trade inquiry into the loss, with a crew of 13 hands, of the Cardiff steamer *Emlynor* while on a voyage from Middlesbrough to Pembroke last October. The Court found that the vessel probably encountered heavy weather off Land's End and was unable to free herself from water which must have got below. It was found that, generally speaking, the vessel was in good seaworthy condition as regards the hull and equipment, with the qualifications that the shape of the ventilators, freeing ports, and doors of the stokehold did not afford adequate protection. There was difficulty in maintaining steam under all conditions. The vessel was properly supplied with lifeboats, distress signals, and life-saving appliances. The Court considered converted vessels of this type unsatisfactory and were of opinion that the *Emlynor* was not in a seaworthy condition, particularly with regard to ventilators, freeing ports, stokehold doors, and steaming power. Counsel for the owner asked if there was any reflection on the owner. The Clerk replied that the owner was not mentioned, and the Court did not censure or find him in default.

Tennis by artificial light is comparatively a new departure in England, though it has been almost universally adopted in America, where nearly all of the courts have electric lighting, allowing play in the evening. It was only a year ago that Queen's Club fitted up its east court for evening play, the first court to be so adapted in England. So successful has it proved and so much appreciated by members, many of whom were unable to play except at week-ends, that other London clubs have now decided to follow. Prince's Club, who are having their match court fitted for artificial lighting, hope to have it ready for evening play soon, the problem presented by the arched roof having been successfully overcome. It is also proposed to light one of the M.C.C.'s tennis courts at Lord's. When this is accomplished all the London clubs where tennis can be played will provide facilities for evening play, and it is hoped that in consequence more recruits will be induced to take up the game. It should also result in considerably improving the standard of play, for many of those who learnt the game at school or at the universities have not persevered with it, when they have come down, owing to lack of opportunity. Manchester is the only club outside London where courts have electric lighting, but the private club at Rushall House, near Tunbridge Wells, is also adapted for evening play.

A Manchester motor-cyclist told the Sandbach magistrates that thirty miles an hour round a blind corner was not dangerous driving. A constable who pulled him up for dangerous driving, said that on a plate on the defendant's rear mudguard were the words: "Speed on, big boy. Hell ain't half full yet." Defendant was fined £5 for driving his motor-cycle dangerously, and 10s. for not having two independent brakes.

Commissioner Lamb, in an article issued by the Salvation Army immigration department, entitled "What is Wrong with Migration?" suggests that the Dominions should not be so particular about the quality of migrants. He quotes instances of official stupidity in rejecting Britishers anxious to migrate, and adds: "The white Australian policy is evidence of sound loyalty to British ideals by a young nation. Yet the pressure of world population perhaps may cause adjustments in this policy. The yellow and black races are rapidly increasing, and no one dares to speak against them, but they too have the right to live." He suggests that more women than men should be sent to Australia.

In the district of Bidzov, Czechoslovakia, there has been held annually in the autumn, since the days of Maria Theresa, a competition as to who can eat at a sitting the most "zwetschenknodel"—a form of plum-dumpling very popular in Central Europe. This year's competition has resulted in a victory for a student from Prague University. He ate no fewer than one hundred and one of these small plum-dumplings after a hearty dinner. To prove that he was not inconvenienced, he also carried out the second condition of dancing in the ball arranged after the dinner with all the women and maids from the district. The second prize also went to a student, from the Technical High School, Prague, who stopped at eighty-three.

The British Admiralty are gradually advancing towards their goal of unrestricted control of the Fleet Air Arm. The scheme for the training of certain naval ratings and men of the Royal Air Force for service in this arm is to be discontinued on the understanding that in every warship carrying aircraft an engine-room artificer and a shipwright shall be detailed to perform the duties of an aero-engine fitter and carpenter-rigger. As the principal demonstration of the recent air manoeuvres has been that in war-time the whole of the available man-power of the R.A.F. would be needed for land defence, the Air Ministry might very well cut out its partnership in the Fleet Air Arm altogether and let the Navy administer its own air service.

Public opinion in Switzerland is turning sharply against noisy driving during the night, by which motor-cycles and heavy wagons disturb the citizens' sleep. The Canton of Berne has forbidden any driving of motor-cycles, wagons, and motor-cars with more than eight seats, between the hours of 11-4 at night in summer, and 9-6 in winter. The Canton of Argovie is following suit. Near Rothenturm (Schwyz) recently, a motor-car tried to force its way through a herd of cattle which was blocking the way. One or two of the animals were slightly hurt, and the indignant cowherd fell upon the driver and boxed his ears. Thereupon the driver drew a revolver and shot his opponent through the neck, fortunately without wounding him severely. Both have been arrested.

A very up-to-date comedy of peasant life has occurred in Austria on the banks of the Tisza. Two farm servants who were enamoured of each others' wives disdained the recourse to knives or fistuffs, and discussed the matter amicably, and they should simply exchange wives without incurring the expense of divorce, and a feast was arranged at which the whole neighbourhood made merry. The women went to their new homes with their original dowries—a cow and two pigs respectively. But when a month had passed and the new "husbands" had spent the money gained by the sale of the animals disillusionment set in. Both men decided that they greatly preferred their legal partners; so the women returned to their husbands, and the life of the two couples is since reported to be exemplary.

The Great Western, London, Midland, and Scottish, and London and North-Eastern Railway Companies now provide third-class sleeping accommodation in a number of long-distance express trains. The charge, in addition to the third-class fare, will be:—Between any two stations in England or any two stations in Scotland (including Berwick), 6s. Between any stations in England and Scotland (including Berwick), 7s. For this extra charge a passenger will have a full-length berth, spring bed, rug and pillow, and his seat booked in a compartment restricted to four passengers. An official at King's Cross said:—"When the passenger is ready to retire he may call the attendant, who will make his bed, take his ticket, and call him at an appointed hour in the morning, when he will hand him a cup of tea, a towel, and soap. The passenger will pay 6d. extra for the tea." A two light system allows of a dull blue night light after retiring. Filtered drinking water is provided.

NAVAL YARD DEPARTURES.

D.R.C. ENTERTAIN THREE OFFICERS.

FAREWELL PRESENTATIONS.

A pleasant ceremony took place at the Dockyard Recreation Club yesterday afternoon to mark the departure of Messrs. A. Saint, A. Cook and C. Slade. They are leaving on Saturday by the *a.s. Kaine* after a period of satisfactory service with the Royal Naval Dockyard. Mr. Cook on his arrival at Home will be given an appointment in Devonport, while Messrs. Saint and Slade will go to Portsmouth.

Mr. H. L. Mackenzie, Naval Ordnance Store Officer, was the chairman at the farewell gathering. During the interval in an excellent concert given by the members of the Club, presentations were made to their departing colleagues.

Engineer, Capt. Midbell, R.N., made the presentations to Messrs. Saint and Slade and Mr. Ticker, Chief Constructor, handed the gift to Mr. Cook. These officials, as heads of the departments in which the three gentlemen had worked, paid tributes to their excellent services and wished them the best of luck in their new stations. The gifts were to Mr. Saint a scent spray and powder box (for Mrs. Saint) and a gold wrist watch; to Mr. Cook a gold watch; to Mr. Slade a 400 day clock, a set of teapots and a blackwood table.

Suitable replies were made by the departing officials in accepting the gifts and for the appreciation shown by their superiors and kindness extended to them during their period of service.

Proceedings commenced with a piano solo by Mr. Longyear, and among those who assisted with songs were Messrs. Crab, C. Bennett, H. Beer, Turner and Hopper.

SIR HENRY POLLOCK.

ON THE ROAD TO RECOVERY.

We are very glad to be able to announce that Sir Henry Pollock, K.C., is now on the road to recovery. He suffered considerably from shock during the first days after his unfortunate accident, but the doctors now report very satisfactory progress, and Sir Henry himself is very cheerful, and hopes that it will not be very long before he is about again.

AMERICAN SEAMAN DROWNED.

A HARBOUR MYSTERY.

The body of a young American was recovered yesterday morning from the harbour, off West Point.

According to the Water Police report the deceased is thought to be an Irish-American named Laurence O'Sullivan, who was serving as a seaman aboard the *President Jackson* but has been missing since Monday night. The clothes on the body, which had not been long in the water, are of American make but there was no clue as to the man's identity. He was 5ft. 11in. in height and about 21 years old.

The body will remain at Kowloon Mortuary till Monday when the *President Jackson* returns from Manila and an attempt to fix the identity will be made. No marks of violence were found.

MISS MAUDE ROYDEN.

Miss Maud Royden is speaking at the Theatre Royal next week, on Tuesday at 5.30 p.m. and on Wednesday at 5.15 p.m.

The subjects of her addresses are to be as follows:—
1. Can we set the world in order?
2. Patriotism and Internationalism.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

An area of moderately high pressure extends from the lower Yangtze Valley to the east of Japan. The typhoon is about 300 miles east-south-east of Manila, moving West. Fresh to moderate monsoon may be expected along the south-east coast of China and over the North China Sea.

Local Forecast:—North to north-east winds, moderate, fine.

TYPHOON.

A message issued from Manila at 9.30 p.m. states that there is a typhoon almost stationary in Long 125° E., Lat. 13° N.

RUMOURED RESIGNATION OF MARSHAL LI TSAI HSIN.

THE NATIONALIST FLAG IN MANCHURIA.

JAPAN AND CHINA IN CONFERENCE.

SERIOUS OUTBREAKS OF PLAGUE IN SHANSI.

According to the vernacular papers Marshal Li Tsai Hsin will only make a rapid visit to Canton to hold a conference on the disarmament and rehabilitation of Kwangtung, after which he will return to Nanking. It is even reported that he has tendered his resignation as Chairman of the Canton Political Commission.

The conversations between Mr. Wang and Mr. Yada at Nanking are proceeding slowly but on the whole satisfactorily. One of the chief stumbling blocks to agreement is likely to be the Tsinan incident, in connection with which there remain to be settled many thorny questions, such as the evacuation of Japanese troops and the payment of an indemnity.

There have been a number of outbreaks of plague in the north of a more or less serious character. In Manchuria the recent epidemic is reported to be subsiding, only fifteen fresh cases being reported in the last ten days. The conditions however are more serious in Shansi. At Fenchow, about 75 miles west of Taiyuan, where an outbreak of bubonic plague was reported about a week ago, there have now been thirty deaths, while over a hundred fatalities have been reported from Paotowchen by the Tutung of Suaiyuan. Chinese medical parties have been dispatched to both these centres. There has also been a wide-spread outbreak of "a sort of yellow plague" at Taiyuan itself, but this has not been followed by fatal results.

NANKING CONFERENCE.

[THROUGH REUTER'S AGENCY.]

NANKING, Oct. 23rd.

The conversations between Mr. C. T. Wang and Mr. Yada were carried on for over eight and a half hours to-day, and it was generally expected that after such a long sitting some agreement would have been reached.

It is officially announced that some understanding on major points has already resulted, but in view of the great importance of the problems involved, and the many difficulties to be faced, Mr. Wang and Mr. Yada believe an other sitting is necessary.

They are, therefore, meeting again to-morrow morning.

The Stumbling Block.

It is stated that the Hankow and Nanking incidents are practically settled, but the Tsinan Affair is presenting greater obstacles though it is probable that a settlement on this issue will also be achieved.

It is thought that as a preliminary an Investigation Committee may be appointed to find out who started the trouble in Tsinan in May.

Regarding the Sino-Japanese Treaties, it is almost certain that the delegates will reach an understanding to-morrow.

Good Prospects.

Dr. C. T. Wang granted an interview to Reuter's representative in Nanking this evening. He stated that the prospects of an early understanding and settlement of outstanding issues between China and Japan were highly hopeful.

Much, however, would depend on the attitude of the Japanese Government. If an agreement were reached between him and Mr. Yada to-morrow. If the Japanese Government acted in accordance with expectations, plenipotentiary delegates would be appointed shortly to enter into official negotiations for the settlement of the outstanding issues.

OUTSTANDING PROBLEMS.

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 24th.

Progress was made in yesterday's negotiations between Dr. C. T. Wang and Mr. Yada in regard to the settlement of the Tsinan Affair, but it cannot be considered that it has yet been satisfactorily settled. The problems of the payment of indemnity, the evacuation of Japanese troops from Shantung and the punishment of the perpetrators, which are all connected with the Tsinan Affair, still remain unsettled. Regarding the problem of treaty revision, Mr. Yada has agreed to open formal negotiations with the Nationalist Government but he insists upon the reservation of the clause dealing with tariff rates.

NEW RECORD FOR PROHIBITION.

\$7,000,000 FINES FOR LAW BREAKERS.

SMUGGLING SEIZURES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Oct. 24th.

The Department of Justice states that nearly 80,000 persons were prosecuted under the prohibition law in the year which ended on June 30th. Convictions were obtained in eighty per cent. of the cases and fines amounting to over \$7,000,000 imposed, the highest total since the law was passed.

As regards smuggling of liquor into the United States, the coast guards seized twenty-two foreign and nearly four hundred domestic craft.

PRINCE OF WALES' VIGIL.

ALL-NIGHT WATCH BY SICK-BED.

GEN. TROTTER TAKEN ILL.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 23rd.

Brigadier-General G. F. Trotter, Groom-in-waiting to the Prince of Wales, who was accompanying him on his tour in East Africa, has had to leave the Prince owing to acute heart trouble.

General Trotter had a sudden attack and collapsed in the riverboat *Lungard* while the party were crossing Lake Albert.

The Prince wired a message, to be sent the quickest possible way, to Government House at Entebbe and to Kampala for medical supplies.

Fortunately, an Indian telegraphist was working on the telegraph line close by, and the Prince ordered him to tap the wire and get the message through without delay.

The message was delivered successfully, and a relief party was immediately organised at Kampala.

Everything which might be required, including a surgeon, physician and nurses, was packed into cars and rushed off on the 200-mile journey to Butiaba, the nearest point to the Royal party which could be reached by road. The distance was covered in just over six hours, which was a record for the journey.

When the relief party reached the Royal camp, they found the Prince sitting with General Trotter, and the immediate danger point had been passed. The Prince had watched over the patient during the night.

General Trotter was, however, considered too ill to continue the journey and was sent back slowly to Entebbe.

PERSIAN STUDENTS IN PARIS.

STUDIES AT FRENCH UNIVERSITIES.

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 23rd.

Persia's anxiety for Westernisation is illustrated by the arrival in Paris to-day of 123 Persian students who will attend lessons at French universities.

ROYAL VISIT TO EAST INDIES.

BELGIAN CROWN PRINCE'S TOUR.

[THROUGH REUTER'S AGENCY.]

ROTTERDAM, Oct. 23rd.

According to present arrangements, Prince Leopold and Princess Astrid, the Crown Prince and Princess of Belgium, will embark at Marseilles on November 23rd, aboard the s.s. *Insulinde*, on a visit to the Dutch East Indies. The Prince is visiting the Dutch colonies for the purpose of study.

UNEMPLOYMENT FIGURES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 23rd.

The weekly unemployment return again shows a slight increase. The total of unemployed is 1,321,200, being 1,404 more than a week ago and 249,904 more than a year ago.

ANOTHER FIRE AT PORTUMNA.

PRINCESS MARY'S IRISH HOME.

SUDDEN CESSATION OF COMMUNICATIONS.

[THROUGH REUTER'S AGENCY.]

DUBLIN, Oct. 24th.

Communications with Portumna, the Irish home of Princess Mary and Viscount Lascelles, suddenly ceased last night, after urgent calls for help had been received at Athlone and Limerick. It is now learnt that a great fire is consuming the technical schools in which Princess Mary displayed great interest in the course of their recent visit. The fire is threatening other buildings including the convent.

The civic guards were rushed to the scene from the neighbouring towns and the military and fire brigade were sent from Athlone.

Two Earlier Outbreaks.

This is the third serious outbreak of fire within a short period on the properties of Princess Mary and Lord Lascelles.

The stables at Goldborough Hall, their Yorkshire home, were destroyed on September 8th, and six valuable race-horses were burnt to death.

Following this there was a serious outbreak in the stables of Portumna Castle just before Princess Mary and her husband were to arrive there on a visit, and in this instance very grave suspicions were entertained that the conflagration had been deliberately caused, as four empty petrol tins were discovered in the harness room of the Castle.

AMERICA BUILDING SHIPS.

LOAN FROM SHIP CONSTRUCTION FUNDS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Oct. 23rd.

The first loan from the Government's \$250,000,000 Ship Construction Funds has been made by the Shipping Board to the Export Steamship Corporation of New York.

The loan amounts to three-quarters of the cost of building four combination passenger-cargo vessels to operate between New York and Mediterranean ports.

RELIGIOUS TROUBLE IN INDIA.

BOMB THROWN AT HINDUS.

SIXTY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

LAHORE, Oct. 23rd.

Six persons were killed and fifty-four injured by the explosion of a bomb in the midst of a large crowd of Hindus, who were returning from a celebration of the Hindu feast of Dussera.

No arrests have yet been made, but investigations show that the bomb was hurled into the crowd from the Oxwall fort, the assailant escaping behind the ramparts. Conditions in the business city are normal.

AERIAL RESEARCH AT THE SOUTH POLE.

SIR HUBERT WILKINS'S PLANS.

Captain Sir Hubert Wilkins, the Australian explorer, has sailed from New York in the liner *Southern Cross* for Monte Video, whence he will take passage in a whaler for Deception Island, which lies 80 miles from the Antarctic coast. With him are two pilots and Lieutenant Carl Eielson, his companion in the famous flight across the North Pole from Alaska to Spitzbergen, for which Captain Wilkins was knighted. The last person to leave the liner before she sailed was Miss Suzanne Bennett, the Australian actress, whose engagement to Sir Hubert Wilkins was recently announced.

The explorer has stated that the object of his expedition is to establish by exploration from the air whether mountain ranges continue along the Pacific coast of the Antarctic continent. He also considers that intensive study of meteorological conditions around the Poles will make it possible to predict weather much more accurately.

LINKING UP THE AMERICAS.

SERVICE BY RAIL AND PLANE.

DAILY FLIGHT TO WEST INDIES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 23rd.

A through air and railway passenger service between the United States and the West Indies is being inaugurated on January 10th next, as the first step in a gigantic scheme for linking up North, Central and South America.

Trains will run daily from New York to Miami where aeroplanes will be waiting to whisk the passengers to Havana. From Havana, other aeroplanes will take passengers to Santiago de Cuba, Haiti, Santo Domingo and San Juan.

It is proposed later to extend the system to Central and South America.

OBITUARY.

WELL-KNOWN NOVELIST.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 23rd.

Mr. George Barr McCutcheon, the well-known novelist, died suddenly here whilst lunching with members of the Dutch-Treaty Club.

FORMER AMERICAN SENATOR.

The death has occurred at Tucson, Arizona, of Mr. Charles Arnette Towne, formerly a member of the U.S. Senate and at one time prominently connected with the oil industry. He was seventy years of age.

MR. ANDREW FISHER.

A British wireless message speaks as follows of Mr. Andrew Fisher, whose death was announced yesterday.

By the death in London of Mr. Andrew Fisher, former Prime Minister of Australia, the British Empire has lost a notable figure.

Mr. Fisher was at once a great Labour leader and a great Imperialist. His phrase during the war "Australia is in the war to the last man and the last shilling" was indicative of that Imperialism.

Mr. Fisher had a meteoric rise to fame. He was born at Kilmarnock, in Scotland, and began life as a call boy in the local mines. At 23, he emigrated to Queensland. Within eight years, he entered the Queensland Parliament and soon became Minister of Railways. Then he sat in the Commonwealth Parliament, and in 1904 was appointed Minister for Trade and Customs.

From 1907 to 1915 he was leader of the Federal Parliamentary Labour Party. Three times he was Prime Minister of Australia, his last period of office being from 1914 to 1915.

He founded the Commonwealth Bank, was a pioneer in the building of the Trans-Continental Railway that linked Eastern and Western Australia, and also began the building of the Federal capital. It was through Mr. Fisher's efforts that the system of national defence which bore valuable fruits in the war was adopted by Australia.

NEW ARTIFICIAL SILK FACTORY FOR DERBY.

TO EMPLOY A THOUSAND MEN.

Derby may soon be known as the chief centre of the artificial silk industry. The British Celanese works, erected during the war for the manufacture of varnish for aeroplane wings, were changed over and enlarged till now they house 14,000 people engaged in the manufacture of artificial silk. Recently the Breda Company, of Holland, acquired land to the north of the town, and roused protests by making the announcement that they intended erecting an artificial silk factory employing 2,000. Now an industrial group in the North of England have acquired 65 acres of what is known as the "River Lands," on which they propose to erect an artificial silk factory.

Building is to begin within a month, and the factory will probably employ 1,000 men.

As the "River Lands" are liable to flooding, the Corporation are putting in hand a scheme for deepening and widening the River Derwent and thus freeing over 1,000 acres for industrial development between the two chief branches of the L.M.S. Railway system.

SANDINO'S BRUTAL MASSACRES.

BANDITS' GORILLA TACTICS.

REIGN OF TERROR.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Oct. 23rd.

Allegations of terrible atrocities by the followers of the Nicaraguan insurgent leader, General Sandino, are made in a report to the U.S. State Department, by Brigadier-General Frank R. McCoy, the American officer, who was appointed by President Coolidge as the chairman of the Commission to supervise the Nicaraguan November elections.

General Sandino has persistently refused to accede to the surrender in spite of the failure of the Liberal revolution, and since American marines were landed, he has been carrying out guerilla warfare against them, raiding American property and looting.

The latest outrage attributed to his followers occurred during the night of October 1st, according to General McCoy's report.

An armed band swept down on the sleeping village of San Marco, forcing their way into the houses, and indulging in an orgy of murder and pillage unprecedented even in Sandino's criminal exploits. The raiders exhibited revolting cruelty, and dozens of helpless people were massacred.

It is supposed that the attack was made with a view to terrorising inhabitants to prevent them voting in the elections.

BRITISH RADIO'S BIG STRIDE.

OUT TO BEAT THE WORLD.

Interpreters speaking eleven languages were required at the National Radio Exhibition recently held in London at Olympia. That is the measure of the development of the British radio industry.

Six years ago it was an industry with a turnover of about £300,000; this year the £10,000,000 mark has been passed, and in the coming twelve months it is expected that the trade will do business to the extent of at least £25,000,000.

Mr. A. E. Moody, exhibition organiser of the Radio Manufacturers' Association, said that with the formation of the British Broadcasting Co., with its capital of £50,000, notwithstanding the heavy inebus of royalties under which the trade has had to struggle, the industry has not looked back. Now the royalty difficulty is overcome, and we are out to beat the world.

Quality Wins.

"British radio products in the home market have withstood the keen competition of the United States and Germany, even though there was the royalty millstone round our manufacturers' necks. It was quality which beat the foreigner in this country and we are confident that quality will beat him in the markets of the world."

"The fact that at this exhibition buyers are coming from all parts of the world speaks for itself, and our interpreters, some of whom speak eleven languages, find their services fully occupied all day long."

Mr. D. Grant Strachan, secretary of the Radio Manufacturers' Association, is equally confident of the future. He said:—"It is an industry which might be described as being built up from the backyard workshop and the local garage, for although there were always big firms interested in the trade, it was the little man who was keenly interested in the production of wireless apparatus."

Reduced Royalties. "People can hardly realise what the recent reduction in the Marconi royalties means to the industry. Then there is now no trouble with regard to export. Hitherto we have only been able to export under special licence, and to some countries we were not allowed to export at all."

"Our three great competitors in the world's markets are the United States, Germany, and Holland. They have even been making headway in the Dominions because of the royalty trouble, but we have already captured the Australian market from the Americans, and we are confident that we shall beat them everywhere else."

WORLD COTTON SUPPLIES.

BRITISH EMPIRE'S 30 PER CENT.

INCREASING OUTPUT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 23rd.

The British Empire now produces thirty per cent. of the world's cotton.

This statement is made by the Empire Marketing Board in an announcement which it makes to-day, regarding the remarkable progress of British cotton-growing.

It is recalled how for centuries Britain was the home of cotton manufacture while the raw cotton all came from overseas, largely from the Southern States of America. The American crop failed during the American Civil War, spreading misery and famine among hundreds of thousands of British cotton-workers.

Thirty years ago, one of the Master Spinners of Lancashire sent ten tons of cotton seed to British West Africa. The experiment succeeded. More and more of the great open spaces of the Empire are being planted and sown to ensure a supply of raw cotton for the spindles and looms of Lancashire.

The supply now comes from East and West Africa, Sudan, Rhodesia, South Africa, India, Australia and the British West Indies.

The Empire's production of the world's raw cotton to-day amounts to between £3,000,000,000 and £4,000,000,000 yearly, so that before long it is predicted that the cotton industry will be self-contained within the Empire.

THE "LIBERALIZING" OF LABOUR.

A LEFT WING ATTACK.

Mr. Will Crick, chairman at the third annual conference of the National Left Wing Movement, held in London last month, referred to what he termed the "liberalizing" of the Labour Party by the Right Wing leaders.

First, he said, the Communists were expelled, and then divisional labour party after divisional labour party, borough labour party after borough labour party, trades council after trades council was disaffiliated; even the Teachers' Labour League were officially cut off at the Blackpool conference, because, according to Morgan Jones, one or two of their South Wales members had spoken disrespectfully of Ramsay MacDonald, when addressing a meeting. This policy of disaffiliation had been carried out until at least 30 militant parties had now been cut off. As there were only 250 to 300 active labour parties in the country, 10 per cent. to 15 per cent. of the entire movement, and the best percentage at that, had already been sacrificed on the altar of Liberalism.

Now that the general election programme had been published it was possible to see why the policy of disaffiliation and exclusion had been going on for four years. The National Labour Party Executive had made certain that there would be little opposition to their final act in the great drama of Liberalizing the Labour movement. While this had taken place on the political field, its expression was to be found on the industrial field by Mondism and the acceptance of capitalist rationalization by the trade union leaders.

Mr. Crick declared that to say that the Left Wing Movement was a Communist conspiracy was a lie. He had been the national president during the past 12 months and he was not a member of the Communist Party. He had never attended a meeting of the Communist Party in his life other than a public meeting advertised in the ordinary way. Until he was wiped off the register 12 months ago he had been a member of the I.L.P. since 1911. "We are simply," he concluded, "a national group of Socialists, and it does not matter if a comrade is linked up with the Labour Party, the I.L.P., or the Communist Party, we are waging a relentless war on capitalism, and are determined, no matter what the cost, to bring the facts and implications of the class-struggle to our comrades in workshop, factory, and mine."

At the resumed conference the Credentials Committee reported that 97 organizations, comprising 61,540 workers, were represented at the conference by 125 delegates.

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The Short, Straight Route to America
Fortnightly sailings on Tuesdays.

Pres. Jackson	...	Tuesday, Oct. 30th, 8 a.m.
Pres. McKinley	...	Tuesday, Nov. 13th
Pres. Grant	...	Tuesday, Nov. 27th
Pres. Cleveland	...	Tuesday, Dec. 11th

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Pres. Adams	...	Sun, Nov. 4, 8 a.m.
Pres. Wilson	...	Sun, Dec. 30, 8 a.m.
Pres. Garfield	...	Sun, Nov. 18, 8 a.m.
Pres. Van Buren	...	Sun, Jan. 13, 8 a.m.
Pres. Harrison	...	Sun, Dec. 2, 8 a.m.
Pres. Hayes	...	Sun, Jan. 27, 8 a.m.
Pres. Monroe	...	Sun, Dec. 16, 8 a.m.
Pres. Polk	...	Sun, Feb. 10, 8 a.m.

To Manila

Pres. Taft	...	Oct. 27th, 6 p.m.
Pres. Lincoln	...	Nov. 24th, 6 p.m.
Pres. McKinley	...	Nov. 8th, 6 p.m.
Pres. Cleveland	...	Dec. 4th, 6 p.m.
Pres. Jefferson	...	Nov. 10th, 6 p.m.
Pres. Madison	...	Dec. 8th, 6 p.m.
Pres. Grant	...	Nov. 20th, 6 p.m.
Pres. Pierce	...	Dec. 18th, 6 p.m.

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M.V. "VIMINALE"	...	Sails on/about 13th Nov.
M.V. "ESQUILINO"	...	Sails on/about 11th Dec.
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Agents.

THE COASTAL SERVICE.

CHANGES AND APPOINTMENTS.

Captain T. Johnstone, of the *Katzen*, has gone master, *Anking*. Captain A. Cook, of the *Kwange*, has gone master, *Nanning*. Capt. W. Noon, of the *Nanning*, has gone master, noon, of the *Nanning*, has gone master, *Kwange*.

Captain W. J. Larier, from reserve, has gone master, *Linan*. Captain C. M. Mather, of the *Linan*, is on reserve.

Mr. O. Fox, chief officer, *Tungtung*, has gone chief officer, *Wanliu*. Mr. J. M. Hall, chief officer, *Wanliu*, is on Home leave.

Mr. R. J. Powrie, extra chief officer, *Linan*, has gone chief officer, *Tungtung*. Mr. J. S. Anderson, chief officer, *Huangang*, has gone chief officer, *Linan*. Mr. J. McKinlay, extra chief officer, *Sinkiang*, has gone chief officer, *Huangang*.

Mr. L. Cook, extra second officer, *Wanliu*, has resigned.

Mr. A. Swanson, extra second officer, *Sunkow*, has gone second officer, *Funnan*.

Mr. J. McWilliams, extra second officer, *Hsin Peking*, has gone second officer, *Chungking*. Mr. J. Patterson, second officer, *Chungking*, has gone second officer, *Sunkow*.

Mr. D. V. Duncanson, chief officer, *Chungking*, has gone chief officer, *Chungking*. Mr. W. R. Kermode, extra chief officer, *Hsin Peking*, has gone chief officer, *Chungking*.

Mr. G. R. Torrible, second officer, *Shantung*, has gone extra second officer, *Hsin Peking*.

Mr. A. M. Buchanan, extra officer, *Hsin Peking*, has gone second officer, *Tungchow*. Mr. E. H. Mutton, second officer, *Tungchow*, has gone acting chief officer, *Shengking*.

Mr. E. B. Steer, extra second officer, *Tungchow*, is on reserve.

Mr. D. D. Richards, chief officer, *Yingchow*, has gone chief officer, *Anking*.

Mr. A. I. Campbell, from reserve, has gone second officer, *Kwiyang*. Mr. C. C. Evans, extra second officer, *Sunkow*, has gone second officer, *Kwiyang*. Mr. A. Swanson, extra second officer, *Kwiyang*, has gone second officer, *Sunkow*.

Mr. B. A. Marrable, chief officer, *Chungking*, is on reserve.

Mr. H. V. Steer, second officer, *Funnan*, has gone extra second officer, *Kwiyang*.

Mr. J. W. Bennett, second officer, *Anking*, is on reserve.

Mr. H. S. Patrickson, second officer, *Kwiyang*, has gone acting chief officer, *Tungchow*.

Mr. H. R. Stewart, from reserve, has gone extra third engineer officer, *Kwiyang*.

Mr. R. Barclay, acting chief engineer officer, *Anking*, has gone chief engineer officer, *Katzen*.

Mr. L. St. J. Rail, third engineer officer, *Sunkow*, has resigned. Mr. D. Watson, third engineer officer, *Tungtung*, has gone third engineer officer, *Sunkow*.

Mr. C. W. Bainbridge, from reserve, has gone acting second engineer officer, *Chungking*. Mr. J. A. Duggan, acting second engineer officer, *Chungking*, is on reserve.

Mr. A. Campbell, chief engineer officer, *Taikou Wanyi*, has gone chief engineer officer, *Taikou Wanyi*. Mr. W. W. M. Chapman, second engineer officer, *Taikou Wanyi*, has gone second engineer, *Fengtien*. Mr. J. Watson, third engineer officer, *Taikou Wanyi*, has gone third engineer officer, *Poyang*.

Mr. M. R. Smith, from reserve, has gone third officer, *Fookang*. Mr. L. H. Johnson, third officer, *Fookang*, is on reserve.

Mr. A. E. F. Smith, from reserve, has gone extra second officer, *Turkwo*.—Shipping and Engineering.

NEW TYPE OF DIESEL ENGINE.

SUCCESSFUL TRIALS ON TYNE.

NEWCASTLE-UPON-TYNE.

The motor vessel *Ruby Castle*, the first British ship to be fitted with what is known as the Buchi system of exhaust turbo-charging of Diesel engines, underwent successful trials to-day off the mouth of the Tyne. Mr. Buchi, the inventor of the system, and representatives of the North-Eastern Marine Engineering Company, Limited, the engine builders who are the first British licensees to adapt this system, were on board.

Taking advantage of the advance made with exhaust turbo-charging of Diesel engines on the Buchi system, the owners, Messrs. J. C. Chambers and Co., Liverpool, had the vessel converted to this system, with the result that in service the speed will be increased from 11 to 12 knots. The *Ruby Castle*, which is of the single screw type, holds a remarkably fine record since she was first put into service over three and a half years ago, and it was on the strength of this that the twin screw type, the *Greyhound Castle* and the *Munster Castle*, which were fitted with similar propelling machinery by the same firm. A recent report states that the *Greyhound Castle* has just completed a trip round the world in 143 days, calling at 23 ports, her average speed being 13½ knots.

(Continued on next column.)

GIRL DRINKERS IN CANADA.

MEN APPRECIATED FOR ALCOHOL.

Consumption of alcohol by young girls was described as one of the social plagues of urban life, and deeply deplored by French-speaking doctors holding their 10th annual convention at Quebec.

Medical men of high standing, such as Doctors Brousseau, Desloges, Dagneau and Vallee, were emphatic in their denunciation of the evil. They declared that if the new fashion imported from across the border is to prevail, then the dignity, virtue, and mental state of Canadian girls is in great peril.

It was stated that in many quarters young men are appreciated by the quantity and quality of alcohol they bring along to parties.

The convention passed two resolutions. One urged that the Government should be asked to prohibit the sale of hip-pocket flasks, as it already prohibits the sale of dangerous weapons; the other that every sort of liquor advertisement should be immediately suppressed.

The system of exhaust turbo-charging deals with the utilization of exhaust gases, and incidentally produces greater speed at no extra spending cost. By this installation of this system the cost, weight, and machinery space occupied are reduced by a remarkable amount in the case of new tonnage.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "PAUL LECAT."

ARRIVED HONG KONG ON 23rd OCTOBER, 1928.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above named steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All Claims must be sent to the Underwriter before Thursday, the 1st November, 1928, or they will not be recognized.

Damaged Packages will be examined by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Monday, the 29th October, 1928.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 23rd Oct., 1928. [6892]

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HOLLAND-OOST AZIE LIJN (HOLLAND-INDIA LINE).

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FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamer "GEMMA" Voy. 10.

having arrived from the above Ports Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 27th October, 1928, will be subject to Rent.

All broken, chipped or damaged Packages are to be left in the Godowns, where they will be examined on the 26th October, 1928, at 10 a.m. by Messrs. Goddard & Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever.

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4th November

For

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—

M.S. "Malaya" ... 28th Oct.

M.S. "Siam" ... 2nd Dec.

M.S. "Danmark" ... 30th Dec.

3rd Dec.

11th Jan., 1929

4th Feb., "

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

[14]

CONSIGNEE NOTICES.

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamer "CANARA"

having arrived from the above Ports Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Goods not cleared by 28th October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO.
Hong Kong, 21st Oct., 1928. [6883]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KARAWALA"

ARRIVED HONG KONG ON 21st OCTOBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 10th November, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAOKINNON, MACKENZIE & Co., Agents.

Hong Kong, 22nd Oct., 1928. [6883]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "SAARBRUECKEN"

having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 30th of October, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on the 29th of October, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Countersignature.

MELOERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 23rd Oct., 1928. [6890]



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG KONG TO JAVA

REGULAR FORTWIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROE	SHANGHAI, K'UNMING, & AMOY	29th Oct.	31st Oct. 4 p.m.	BATAVIA
TJIMANEOK	DALAT, AMOY	5th Nov.	7th Nov. 4 p.m.	MAKASSAR & SOERABAYA
TJISONDARI	SHANGHAI, K'UNMING, & AMOY	12th Nov.	14th Nov. 4 p.m.	MAKASSAR & SOERABAYA
TJISALAK	DALAT, AMOY	19th Nov.	21st Nov. 4 p.m.	MAKASSAR & SOERABAYA
TJIKEMBANG	SHANGHAI, K'UNMING, & AMOY	26th Nov.	28th Nov. 4 p.m.	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	BATAVIA	In Harbour	26th Oct.	AMOI, SHANGHAI, K'UNMING, & AMOY, N. CHINA
TJITABOEM	JAVA, MAKASSAR	2nd Nov.	4th Nov.	AMOI, SHANGHAI, K'UNMING, & AMOY, N. CHINA
TJIKEMBANG	BATAVIA	7th Nov.	10th Nov.	AMOI, SHANGHAI, K'UNMING, & AMOY, N. CHINA
TJILEBOET	JAVA, MAKASSAR	16th Nov.	19th Nov.	AMOI, SHANGHAI, K'UNMING, & AMOY, N. CHINA
TJIKARANG	BATAVIA	21st Nov.	24th Nov.	AMOI, SHANGHAI, K'UNMING, & AMOY, N. CHINA

TO MANILA.

TO MANILA.		
STEAMERS	FROM HONG KONG	FROM MANILA
TJIMANOEK	7th November, 4 p.m.	10th November
TJISALAK	9 th November, 4 p.m.	24th November
TJTAROEM	5th December, 4 p.m.	8th December

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SINGAPORE & BANGKOK	"KWANGTUNG"	On 28th Oct.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 28th Oct.	9 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 28th Oct.	Noon
HOIHOW & BANGKOK	"CHINHUA"	On 28th Oct.	Noon
SHANGHAI, NEWCHOW & DALRY	"YINGCHOW"	On 28th Oct.	3 p.m.
AMOT, SWATOW & SINGAPORE	"ANTUNG"	On 29th Oct.	6 a.m.
HOIHOW, PAKHOI & HAIKOW	"TEAN"	On 30th Oct.	10 a.m.
AMOT, SHANGHAI & TIENTSIN	"SUIYANG"	On 30th Oct.	4 p.m.
SHANGHAI	"YUNNAN"	On 31st Oct.	3 p.m.
SWATOW & SHANGHAI	"LINAN"	On 1st Nov.	Noon
WHARF, OREPOO & TIENTSIN	"KUEICHOW"	On 2nd Nov.	4 p.m.
HOIHOW & SINGAPORE	"KAYING"	On 2nd Nov.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 4th Nov.	9 a.m.
SWATOW & BANGKOK	"KALGAN"	On 4th Nov.	Noon
SHANGHAI, NEWCHOW & DALRY	"LUCHOW"	On 4th Nov.	2 p.m.
AMOT, SWATOW & SINGAPORE	"ANKING"	On 4th Nov.	6 a.m.
AMOT, SHANGHAI & TIENTSIN	"SINKIANG"	On 6th Nov.	4 p.m.
SHANGHAI	"HUPPE"	On 7th Nov.	3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to - BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from

HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports

Excellent & Most Up-to-date Fleet & Second Class Passenger Accommodation

HONGKONG TO SYDNEY - 19 DAYS.

Steamers	Days Home	Days to Sail
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* TAIPING	8th November	13th November
CHANGTE	14th December	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February, "	15th February, "

* Calls at Nello.

For Freight and Passage Apply to - BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 36. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

a.s. "CITY OF KHIO"	... Via Suez Canal	25th October
a.s. "PYRREUS"	... Via Suez Canal	18th November
a.s. "CITY OF PERTH"	... Via Suez Canal	30th November
a.s. "CITY OF CHESTER"	... Via Suez Canal	23rd December

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to - BUTTERFIELD & SWIRE, or THE HANK LINE LTD., HONG KONG

HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

[21]

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE" ... 9th November

M.V. "MALAYAN PRINCE" ... 5th December

For Freight and Full Particulars, apply to -

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165

(Incorporated in Great Britain)

Telegrams: Furnprince

King's Building.

[19]



FRENCH MAIL STEAMERS

Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said, Kobe.

G. METZINGER	6th Nov.	ANDRE LEBON	7th Nov.
PAUL LEOAT	20th Nov.	CHENONCEAUX	21st Nov.
ANDRE LEBON	4th Dec.	PORTHOS	5th Dec.
CHENONCEAUX	13th Dec.	ATHOS II	19th Dec.
PORTHOS	1st Jan., 1929	D'ARTAGNAN	2nd Jan., 1929
ATHOS II	15th Jan.	SPHINX	16th Jan.
D'ARTAGNAN	29th Jan.	G. METZINGER	30th Jan.
SPHINX	12th Feb.	PAUL LEOAT	13th Feb.
G. METZINGER	26th Feb.	ANDRE LEBON	27th Feb.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to -

Cie. des MESSAGERIES MARITIMES

Telephone: 61 and 740

Queen's Building.

[2]

Shipping News Arrivals and Departures, etc.

ARRIVALS.

October 23rd.

City of Delhi, British str., 4,741 tons, Capt. Sydney C. Gainer, from Shanghai, which port she left on October 20th, with a general cargo, lying at buoy No. A3.—Bank Line.

Corona, Norwegian str., 1,593 tons, Capt. O. M. Kleth, from Chinwangtao, which port she left on October 18th, with a general cargo, lying at Laichikok.—Dodwell & Co.

Tenyo Maru, Japanese str., 13,401 tons, Capt. Y. Arakida, from San Francisco via port. She left San Francisco on August 20th, with 507 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

October 24th.

Hai Ning, British str., 830 tons, Capt. E. Walker, from Swatow, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Hop Sang, British str., 1,359 tons, Capt. W. J. Booker, from Tientsin and Shanghai. The latter port she left on October 20th, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Huphe, British str., 1,205 tons, Capt. James Miley, from Canton, lying at buoy No. C18.—B. & S.

Hydranga, British str., 561 tons, Capt. T. H. Ball, from Swatow, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.

Kihsu Maru, Japanese str., 1,567 tons, Capt. C. Mikami, from Keelung, Amoy and Swatow, with 700 tons of coal and 130 tons of merchandise, lying at O.S.K. Wharf.—O.S.K.

Seattle Maru, Japanese str., 5,832 tons, Capt. S. Arai, from Japan, with a general cargo, lying at Kowloon Wharf.—O.S.K.

Sunning, British str., 1,570 tons, Capt. Robertson, from Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Van Heutz, Dutch str., 2,749 tons, Capt. J. Groothof, from Swatow, lying at buoy No. A4.—J.C.J.L.

CLEARANCES.

October 24th.

Chung Kong, for Tientsin.

City of Delhi, for Singapore.

Hulward, for Hoihow.

Hop Sang, for Canton.

Huphe, for Shanghai.

Nama, for Balikpapan.

Seattle Maru, for Singapore.

Shiu Ling, for Macao.

Sungshan Maru, for Canton.

Sunning, for Canton.

Tjikini, for Manila.

Van Heutz, for Singapore.

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PASSENGERS.

Arrivals.

The following passengers arrived here on October 24th by the a.s. Hai Ning from Swatow:—Mrs. C. M. Larsen, Mr. J. F. Foot, Miss P. Motte and infant, Mr. Melby.

The following passengers arrived here on October 24th by the a.s. Tenyo Maru from San Francisco via Shanghai:—Mr. D. J. Jones, Mrs. Dorothy Ninonuevo, Miss F. D. Ninonuevo, Miss F. Southwick, Mr. and Mrs. W. L. Winter, Mr. G. M. Taplin, Mr. and Mrs. F. Bocar, Mr. George Gallofin, Mr. Juan Ambay, Mr. Michael Mitchell, Mr. O. W. Chalmer, Mr. Gonji Hayakawa, Mrs. Tanaka Hayakawa, Mr. Ko Gung Him, Mrs. Marie Yard Leung, Master Ko So, Master Ko Kwan, Master Ko Lik Hing Jow, Mr. and Mrs. L. G. Bolton, Mrs. Querina da Silva, Mr. Joseph da Silva.

Departures.

The following passengers left here yesterday by the Empress of Russia for Vancouver via ports:—Mrs. D. T. Ackerman, Mr. K. Ahmed, Capt. F. Aguda, Miss A. Aguda, Mr. Z. Barcelona, Mr. and Mrs. B. Brual, Miss C. Brual, Mr. and Mrs. C. H. Benson, Mr. and Mrs. J. T. Bagrum, Mr. Cheng Pak Pui, Mr. Chuck Leong, Mrs. Chu She, Mr. C. Chung, Mr. Chong Fong Kea, Mr. C. M. Chan, Mr. Chong Fong Kea, Mr. C. M. Chan, Mrs. Chan Chung Shi, Mrs. Chan Lum Shi, Miss K. P. Chan, Master E. Christensen, Master H. P. Christensen, Mrs. Chuck She, Master Chuck Kin, Mr. Chan Hon Lam, Mrs. Chan Tang She, Mr. Chan Tak, Mr. Cheng Tan Yam, Mrs. S. L. Chu, Mr. H. C. Chu, Miss Chang Sui Wah, Mr. F. R. Carlin, Miss L. Clarke, Miss S. W. Chan, Mrs. T. W. Chan, Mr. Chang Kam To, Mr. and Mrs. W. C. Davis and family, Mrs. R. M. Dyer, Mrs. M. F. E. van Eck, Mr. Fung Chung Sang, Mr. Fok Hon Man, Mrs. G. C. Falkenberg, Mr. Fung Pak Lai, Mrs. Fung Ho She, Mrs. Fung Chung She, Mr. and Mrs. F. B. Foster, Mr. Fong Joe, Mr. and Mrs. Fung Kong Un, Mrs. A. S. Harer, Mr. Hok Lin Tsia, Mr. Hok Kee Tang, Miss Hung Won Shi, Mr. Hinlim Wong, Mr. Y. K. Huang, Mr. H. H. Ho, Mr. H. Hale, Mr. Y. H. Ing, Mr. Jer Hok Nin, Mr. H. Jackson, Mrs. Kwok She, Miss Kang Tung Wen, Mrs. S. Kaibara, Mr. S. T. King, Mrs. A. Kobelt, Master W. Kobelt, Mrs. T. K. Wook, Mr. and Mrs. C. H. Lee, Miss S. T. Lee, Mr. Lan Po Kwan, Mr. Lin Yu Tuk, Mr. A. Y. Laperal, Mr. A. Laperal, Mr. W. Lee, Mrs. B. E. Lee, Miss Lee Son Shi, Mrs. Lau Tai Tai, Master S. Y. Lau, Master S. H. Lau, Master S. W. Lau, Master S. H. Lau, Mr. Y. H. Leung, Mrs. Lou Tak, Mr. Lou Tak, Mr. S. K. Leung, Mrs. H. Liu, Miss T. Y. Lin, Mr. Lee Woo Sang, Mr. and Mrs. S. H. Liu, Mrs. Lee Sze, Miss Amy Lee, Miss Nora Lee, Mr. Y. J. Louie, Mr. and Mrs. C. C. Lee, Mr. and Mrs. Liu Sui Chang, Master T. N. Liu, Mrs. Leung Tang Yew, Miss Leung Ching Ki, Mr. Lee Tak Hong, Mr. H. N. Lam, Mr. J. G. Manahan, Mr. Ma Sui Shan, Mr. George Marfoe, Mrs. L. Moon, Mr. F. D. Mitten, Mr. R. Miller, Mr. F. S. Mennes, Mr. Mark Tak Kih, Mr. and Mrs. Leo Mendelsohn, Mr. E. Molines, Mr. and Mrs. A. Maynard, Mr. K. Nomami, Mrs. Ni

(Continued on next column).

VESSELS EXPECTED.

Java-China-Japan Line.

Tjitarora, Oct. 29th.
Tjitarora, Nov. 2nd.
Tjitarora, Nov. 5th.
Tjitarora, Nov. 12th.
Tjitarora, Nov. 19th.
Tjitarora, Nov. 26th.
Tjitarora, Nov. 31st.

Messageries Maritimes.

General Metzing, Nov. 6th.
Andre Lebon, Nov. 7th.
Paul Leat, Nov. 20th.
Chenonceaux, Nov. 21st.
Portus, Dec. 5th.
Athos II, Dec. 19th.
D'Artagnan, January 2nd.
Sphinx, January 18th.

Nippon Yusen Kaisha.

Hakodate Maru, to-morrow.
Kamo Maru, Oct. 29th.
Maru Maru, Oct. 29th.
Sado Maru, Oct. 29th.
Himalaya Maru, Oct. 31st.

Norddeutscher Lloyd, Bremen.

Glessen, Nov. 4th.
Pfalz, Nov. 11th.
Coblenz, Nov. 18th.
Hemscheidt, Dec. 15th.

Peninsular and Oriental.

Khyber, to-day.
Khyber, to-morrow.
Kashmir, Nov. 1st.
Kashmir, Nov. 2nd.
Malwa, Nov. 9th.
Macedonia, Nov. 10th.
Kiddersport, Nov. 13th.
Naldara, Nov. 23rd.
Mantua, Dec. 7th.
Kalyan, Dec. 21st.
Mora, January 4th.
Kashgar, January 18th.

Prince Line.

Chinese Prince, Nov. 9th.
Malayan Prince, Dec. 5th.

Swedish East Asiatic Co., Ltd.

Delta, Oct. 31st.
Delta, Nov. 11th.

With Wilhelmisen, Oslo.

Norwegian Africa and Australia Line.
Reva, to-morrow.
Taiwan, Dec. 8th.

Sunrise and Sunset.

	Sunrise	Sunset
To-day	6.24 a.m.	5.51 p.m.
To-morrow	6.25 "	5.50 "
Saturday	6.25 "	5.50 "

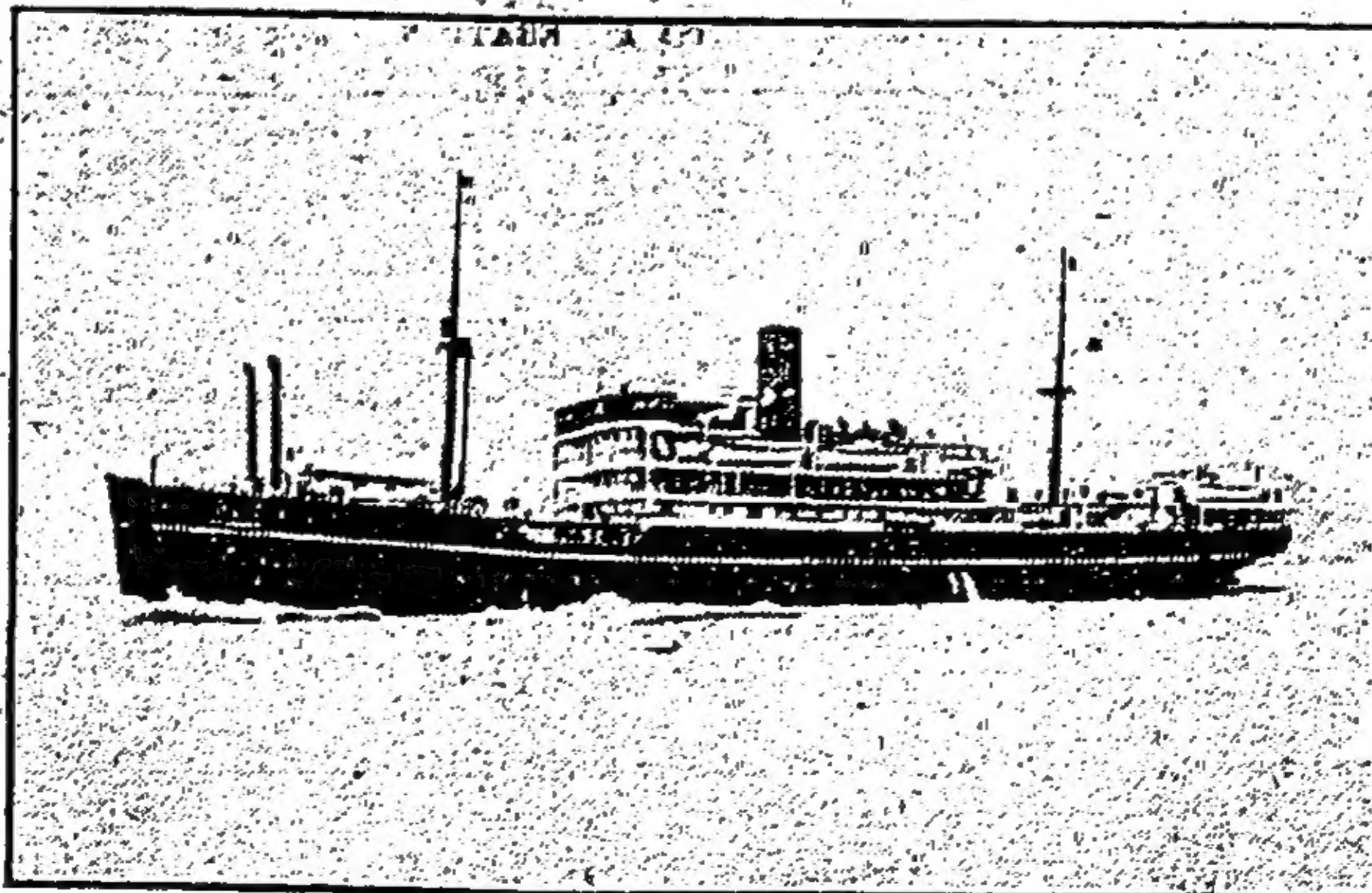
Ming Kong, Miss Y. C. Ni, Miss Y. M. Ni, Mr. G. D. Nicholl, Mr. D. Ponce, Mr. V. V. Pogoroz, Miss L. Remedios, Mr. See Man Yue, Mrs. S. G. de Sanchez, Miss G. Sanchez, Master A. Sanchez, Mr. B. Shroff, Mr. C. S. B. Stricke, Mr. and Mrs. H. G. So, Miss Y. F. So, Miss S. K. So, Mr. Sung Chong, Miss M. Stevens, Mr. A. G. Stevens, Miss M. Stevens, Mr. Tang Kit Chai, Mr. Tong Yee Ting, Mrs. S. T. Tong, Mr. S. Y. Teng, Mr. G. H. Turnbull, Mr. J. A. Tarrant, Mr. C. S. Tsang, Mr. A. C. B. Ulyatt, Mrs. C. Wong, Mr. K. T. Wong, Mr. Y. L. Wong, Dr. T. K. Wong, Mr. J. D. Watt, Mrs. Wong She, Mrs. M. W. Wong, Mr. T. F. Yen, Mr. Yee Hen Feng, Mr. Yim Tit Quon, Mr. Yuen Yew Chung, Mr. G. Yvanovich, Mr. Yeung Tze Tin, Mr. Yeung Wing, Mr. H. F. Yung, Mr. Young Hoi.

The Hong Kong & Whampoa Dock COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "HOPSANG" "KWAISANG" "WAISANG"	Sun., 28th Oct., at 7 a.m. Wed., 31st Oct., at 7 a.m. Sun., 4th Nov., at 7 a.m. Wed., 7th Nov., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"KUMSANG"	Sun., 28th Oct., at 7 a.m.
OSAKA via AMOY, SHAL, MOJI & KOBE	"YUENSANG"	Satur., 3rd Nov., at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Fri., 2nd Nov., at 3 p.m.
SANDAKAN	"HINSANG"	Wed., 31st Oct., at Noon Thurs., 1st Nov., at 3 p.m.
CANTON	"KWAISANG"	Mon., 29th Oct., at 9 p.m.
TIENTSIN	"CHEONGSHING" "CHIPSING"	Fri., 26th Oct., at 5 p.m. Tues., 6th Nov., at Noon

For Freight or Passage, apply to -

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [5]

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

[TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.]

Motor Vessel "GLENAPP"	... (via Oran)	31st Oct.
Motor Vessel "GLENHISL"	... (via Oran)	14th Nov.
Motor Vessel "GLENBEG"	... (via Oran)	14th Dec.
Steamship "GLENIFFER"	... (via Oran)	9th Jan., 1929

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG"	... 27th Oct.
Steamship "PEMBROKESHIRE"	... 12th Nov.
Motor Vessel "GLENIFFER"	... 25th Nov.
Steamship "CARMARTHENSIRE"	... 12th Dec.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



CANADIAN PACIFIC

HOME FOR THE HOLIDAYS

Direct Sailing to Europe via
SINGAPORE-COLOMBO-BOMBAY
IN THE PALATIAL AND LUXURIOUS STEAMER

"EMPRESS OF CANADA"

THE BLUE RIBBON SHIP OF THE PACIFIC

This all burning steamer is the most modern type of floating hotel, with luxuriously appointed saloons and extensive promenade decks. The "Empress of Canada" has a white tiled swimming bath thirty feet long, eighteen feet wide, with a maximum depth of eight feet. With convenient dressing rooms and shower baths, and a large gymnasium adjoining it, there is found everything one could desire in an up-to-date athletic club.

SCHEDULE

Leave Hong Kong	November 23th	Arrive Singapore	December 2nd
Singapore	December 2nd	Colombo	6th
Colombo	6th	Bombay	9th
Bombay	9th	Plymouth	24th

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 30 Nov. 1	EMPRESS OF ASIA	Nov. 2 Nov. 4	
Nov. 20 Nov. 22	EMPRESS OF CANADA	Nov. 23 Nov. 25	

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
2120, 2112, 2110, 2102, 2083, VIA SAN FRANCISCO.
21440, 21420 VIA JAPAN AND BRATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU ... Tuesday, 30th Oct.

KORRA MARU ... Tuesday, 13th Nov.

SHINYO MARU ... Tuesday, 27th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

HAKUSAN MARU ... Saturday, 3rd Nov.

BARUNA MARU ... Saturday, 17th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU (Calls Zamboanga) ... Wednesday, 21st Nov.

TANGO MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Saturday, 27th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

BAKUTO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

BAKATA MARU ... Saturday, 10th Nov.

NEW YORK and BOSTON via PANAMA.

LISBON MARU ... Tuesday, 6th Nov.

LIVERPOOL via Port Said, Genoa & Marseilles.

TOYOKATA MARU ... Wednesday, 31st Nov.

CAIRO via Singapore, Penang & Rangoon.

MALACCA MARU ... Thursday, 5th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 16th Nov.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Mojik direct) ... Monday, 29th Oct.

KAMO MARU ... Tuesday, 30th Oct.

SADO MARU ... Tuesday, 30th Oct.

KUTOMI MARU ... Monday, 12th Nov.

+ Cargo only. Subject to alteration without notice.

For further information, apply to
NIPPON YUSEN KAISHA.

Telephone Central No. 292 (Errata exchanges to all Depts.).

HONG KONG DAILY PRESS OFFICE.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS POOR.

THROUGH CARGO IMPROVES.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday showed a big decrease in local imports over the previous day's returns. Through freights, however, showed an increase of 3,000 tons. There were thirteen arrivals and twenty departures of which four arrivals and eight departures were British.

Local imports discharged from ten vessels amounted to 5,680 tons of which two British vessels contributed 874 tons. The best returns were from the s.s. *Corona* (Norwegian) from Chinwangtao with 3,030 tons of coal and general cargo, and the s.s. *Hop-Nong* (British) from Taingtao and Swatow with 774 tons of general cargo.

Nine vessels carried a total of 16,323 tons of merchandise of which 8,830 tons were from British ships. The s.s. *City of Delhi* (British) from Hankow and Shanghai with 3,895 tons of general cargo followed by the s.s. *Corona* from Chinwangtao with 3,030 tons of coal.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	4	8
Japanese	2	2
Norwegian	1	1
Chinese	2	4
Dutch	1	0
French	2	3
German	0	1
American	1	1
Total	13	20

DETAILS OF FREIGHTS.

Hupei (British) arrived from Canton with 700 tons of fresh fruit and general cargo for other ports. *City of Delhi* (British) from Hankow and Shanghai with 100 tons of beans for Hong Kong and 8,895 tons of through cargo.

Hydranga (British) arrived from Swatow without any cargo. *Hop-Nong* (British) from Taingtao and Swatow with 774 tons of general cargo and 1,253 tons of through freights.

Grays Harbor (American) arrived from Tacoma (Wash.) and Shanghai with 577 tons of general cargo for Hong Kong and 674 tons of through cargo.

Sphinx (French) arrived from Yokohama and Shanghai with 71 tons of general cargo for this port and 792 tons for other ports.

Paul Lecut (French) arrived from Marseilles and Saigon with 72 tons of cargo for Hong Kong and 1,253 tons of through freights.

Corona (Norwegian) arrived from Chinwangtao with 3,030 tons of coal and general cargo, and 1,600 tons of coal for through ports.

Fan Heuts (Dutch) arrived from Amoy and Swatow with 335 tons of cargo for through ports.

Tenyo Maru (Japanese) arrived from San Francisco and Shanghai with 507 tons of general cargo for this port.

Seattle Maru (Japanese) arrived from Yokohama and Moji with 448 tons of general cargo for this port and 2,792 tons for through ports.

Tak Hing (Chinese) arrived from Macao with 75 tons of general cargo.

Tak Hing (Chinese) arrived from Amoy with 2 tons of general cargo.

DAILY WATERFRONT NEWS.

TWO NEW SHIPS LEAVE FOR SINGAPORE.

BUILT AT HONG KONG.

[BY LONGHOREMAN.]

The s.s. *Elizabeth* and s.s. *Violet* which were built by the Hong Kong & Whampoa Docks to the order of the Federated Malay States Railway left the Docks at 7 a.m. yesterday for Singapore where they will be handed over to their owners. They are steel screw steamers of 840 tons gross and 110 tons net. The dimensions are—length 120 feet, beam 20.1 feet and depth 9.5 feet. Captain Laing in command of the *Elizabeth*, and Captain Aiken of the *Violet*.

Well Known Japanese Vessel To Be Replaced.

The s.s. *Kishu Maru* owned by the Osaka Shosen Kaisha, and which has plied for a considerable time between Hong Kong and Keelung (Formosa), arrived for the last time from the latter port yesterday. It is understood that the vessel will leave Hong Kong on Sunday at 10 a.m. for Keelung on her last voyage on this run, after which she will proceed to Japan and either be placed on a coastal run or broken up. The s.s. *Canton Maru*, a new vessel built in Japan, is due to take the place of the s.s. *Kishu Maru*. Details of this vessel are not available at present.

Boatwoman's Attempt To Commit Suicide.

A Chinese boatwoman attempted to commit suicide by cutting her throat with a razor on board her own boat while alongside a Japanese steamer at No. 2 buoy. The woman was taken to the hospital in a serious condition.

Unserviceable Cordite To Be Burnt.

In a notification addressed to the Harbour Master from the Royal Naval Armament Department it is stated that some unserviceable cordite will be burnt at Stonecutter's Ridge Range on Friday, 26th a.m.

Forgo: The Engineer!

The coxswain of the s.s. *Kong On* was before the Marine Magistrate, Commander J. B. Newell, R.N., D.S.O., at the Marine Court yesterday morning for being underway on October 16th without a certified engineer on board. Mr. W. C. Hillier, A.C.J., prosecuted, and the defendant who did not appear at a previous hearing, now pleaded guilty and said that he backed out from the wharf at Hong Kong and was about to proceed when he was informed that the engineer had been left on shore. He was manoeuvring to return to the wharf when he was arrested.

A fine of \$20 with the alternative of three weeks' hard labour was imposed.

U.S.A. Ship and Company Change Their Names.

An American vessel with a new name arrived in port yesterday for the first time. The s.s. *Grays Harbor* is owned by the former Columbia Pacific Steamship Co. who have changed to the "States Steamship Company." The s.s. *Grays Harbor* was formerly known as the s.s. *Eldmore* and was operated by Messrs. Swayne and Hoyt, who sold the vessel to the Columbia Pacific Company through the United States Shipping Board. The s.s. *Grays Harbor* is 5,442 tons net and is commanded by Capt. Maynard Griffith with a foreign crew of 29.

(Continued on next column).

VESSELS EXPECTED.

American Mail Line.

President McKinley, Nov. 5th.

Australian-oriental Line.

Taipei, Nov. 8th.

Changtsi, Dec. 7th.

Bank Line.

City of Khios, to-day.

City of Khios, to-day.

City of Perth, Oct. 27th.

City of Adelaide, Nov. 17th.

City of Chester, Nov. 24th.

City of Lahore, Dec. 10th.

City of Madras, Dec. 22nd.

City of Bedford, January 4th.

Blue Funnel Line.

Diomed, to-day.

Pyrrhus, to-morrow.

Talithyus, Oct. 27th.

Patroclus, October 31st.

Deucalion, November 3rd.

Cyclops, November 4th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Titan, Nov. 20th.

Helene, Nov. 21th.

Yndarous, Nov. 25th.

Apollon, Nov. 27th.

Antenor, Nov. 28th.

Glaucaus, Nov. 30th.

Telemachus, Dec. 6th.

Philoctetes, Dec. 8th.

Dardanus, Dec. 14th.

Aeneas, Dec. 17th.

Proteus, Dec. 18th.

Theseus, Dec. 25th.

Atrous, Dec. 26th.

Lycoris, January 10th.

Sarpedon, January 10th.

Tydeus, January 20th.

Ben Line.

Bennet, to-day.

British-India and Apcar Line.

Talima, to-day.

Talawa, Oct. 30th.

Taklika, Nov. 1st.

Takada, Nov. 9th.

Talamba, Nov. 25th.

Santhia, Dec. 25th.

Canadian Pacific Line.

Empress of Asia, Oct. 29th.

Empress of Canada, Nov. 16th.

Dodwell & Co.

Equilino, Nov. 8th.

Viminale, Nov. 13th.

Romolo, Dec. 8th.

Dollar S.S. Line.

President Taft, to-morrow.

President Adams, Nov. 3rd.

East Asiatic Co., Copenhagen.

Malaya, Oct. 25th.

Afrika, Nov. 4th.

Siam, Dec. 2nd.

Danmark, Dec. 30th.

Eastern and Australian Lines.

Arafura, Nov. 4th.

Tanda, Nov. 6th.

St. Albans, Dec. 3rd.

Glen Line.

Glenbeg, Oct. 27th.

Glenapp, Oct. 31st.

Pembrokehire, Nov. 12th.

Gleniffer, Nov. 25th.

Carmarthenshire, Dec. 12th.

Hamburg-America Line and

Hugo Stinnes Linie.

Ruhr, Oct. 28th.

Ermland, Oct. 30th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 6th.

Saarland, Dec. 21st.

Emil Kirdorf, January 4th.

Asiatic Deck Passengers.

Seven vessels brought 778 Asiatic

deck passengers to the Colony during

the 24 hours ended at 9 a.m.

yesterday.

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"CITY OF GLASGOW"	17th November
"CITY OF MOBILE"	9th December
"CITY OF LAHORE"	9th January

* Passenger Steamer—Fares to London—1st Class 250; 2nd Class 225.

BOSTON, NEW YORK & BALTIMORE

	AMERICAN AND MANHATTAN LINE
"CITY OF KHIOS"	25th October
"CITY OF PERTH"	30th November
"CITY OF CHESTER"	23rd December

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	AMERICAN & ORIENTAL LINE
"CEDARBANK"	25th November

MAURITIUS & SOUTH AFRICA

	ORIENTAL AFRICAN LINE
"TINHOU"	1st December

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KHIVA"	9,135	27th Oct. Noon	Marseilles, London and Hall.
"KASHMIR"	8,715	1st Nov.	Straits & Bombay.
"MACEDONIA"	11,130	10th Nov.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	13th Nov.	Straits, Bombay and Karachi.
"KHYBER"	9,114	24th Nov.	Marseilles, London and Hall.
"KAMALAH"	9,128	1st Dec.	Marseilles and London.
"JEYPORE"	5,318	8th Dec. [Mar.]	L'don, Hall, A'warp, B'dam, B'burg
"MALWA"	10,918	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	8,935	15th Dec.	Marseilles and London.
"NALDERA"	10,946	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	9,114	19th Jan. 1929	Marseilles and London.
"KALYAN"	10,953	2nd Feb.	Bombay, Marseilles and London.
"MORSA"	9,005	16th Feb.	Marseilles and London.
"KASHMIR"	11,130	2nd Mar.	Marseilles and London.
"KASHMIR"	9,135	10th Mar.	do.
"KAMALAH"	9,128	23rd Mar.	do.

